

Navy News

MARCH 1978

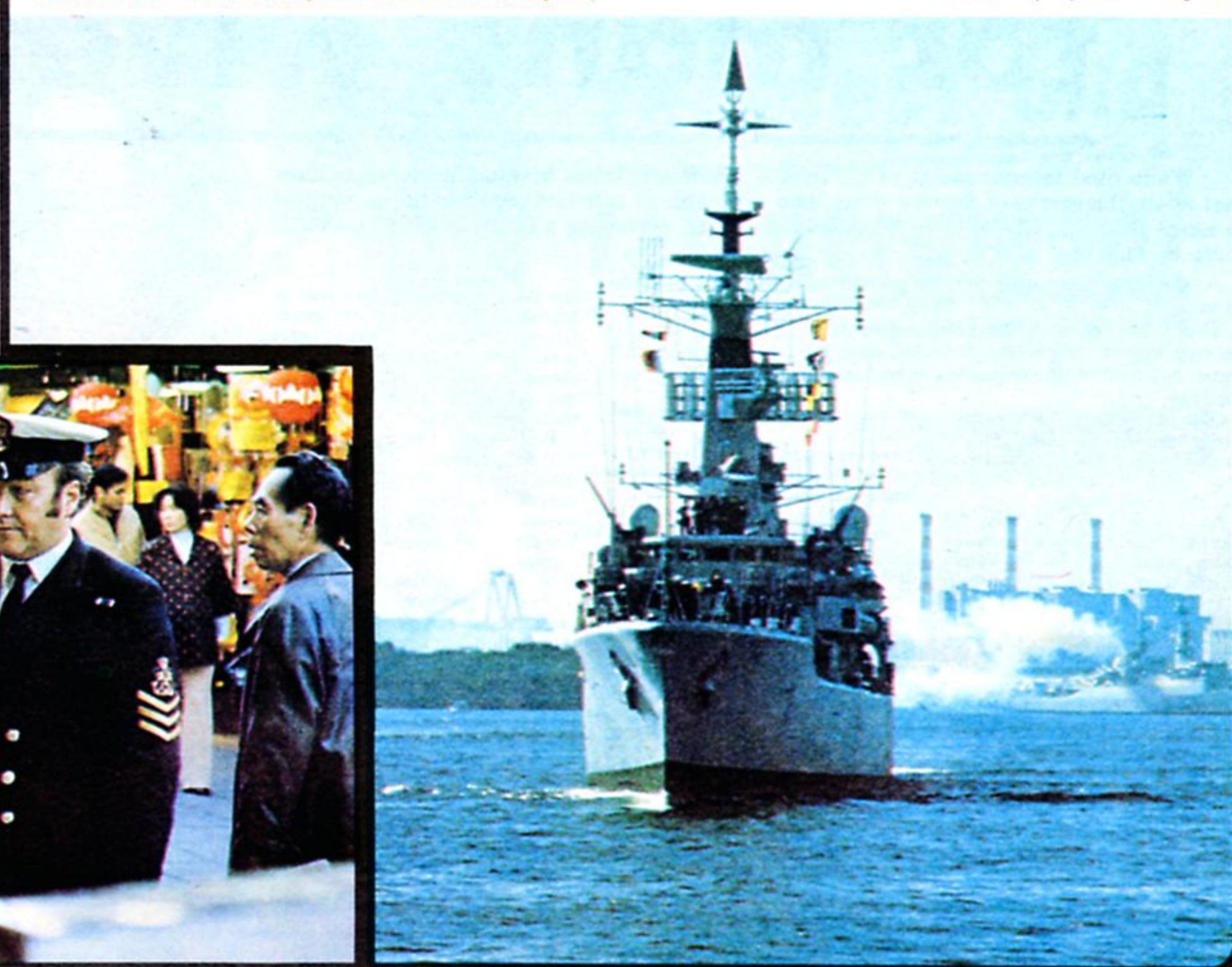
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TOKYO'S FRIGATE CALLERS

For ships' company members of two of the frigates on the Navy's current deployment to the Far East, the runs ashore have included Japan. Here H.M.S. Cleopatra

enters Tokyo harbour, with the Type 21 H.M.S. Amazon in the background — See also page 13.

Pictures: PQ(Phot) Michael McKnight.



Places of interest visited by men from the frigates which called at Tokyo included Kanon of Asaku Temple. Among those seen inspecting the nearby souvenir shops are two from H.M.S. Amazon, LCK Commer (centre) and PO Edwards.



PACIFIC TASK FOR TEN

Seven Royal Navy vessels and three RFAs are to pass through the Panama Canal in July to take part in a series of exercises in the Pacific.

During the deployment they will visit ports on the west coast of North, Central and South America.

The group will include the helicopter cruiser H.M.S. Blake, nuclear-powered submarine H.M.S. Conqueror, Type 42 destroyer H.M.S. Birmingham and four frigates.

They are due to leave the U.K. in May and to return home shortly before the end of the year.

Trafalgar 'nuke' name

No surprises on the naval front were apparent when this year's Defence White Paper was published in February, but the "progress report" on ships and weapons entering service made interesting reading and revealed that the ship name Trafalgar is to be added to the Navy List.

With the commissioning last month of H.M.S. Sceptre, tenth nuclear-powered Fleet submarine and fourth of the Swiftsure class, two more of the class (Spartan and Splendid) are being built.

The order for the first of the Improved Swiftsure class — to be named Trafalgar — was placed last year, and a second is planned for the coming year. (The Navy's last Trafalgar was the Battle-class destroyer of 1944).

(Continued in Page 48)

Bigger lump sums to aid resettlement

— See special article in page 22

Pay: Now it's wait and see

As thousands of Servicemen and their families look hopefully across the next few weeks and ponder to what extent the April pay award will aid their pockets, the Armed Forces Pay Review Body has been quietly continuing and finalising its work.

The report is due to be submitted to the Prime Minister by April 1, but the timing of any announcement is not yet clear. Last year's announcement, following Government consideration of the AFPRB report, was made towards the end of April.

As is customary, no clues on this year's outcome have been forthcoming, but when he presented the Defence White Paper in mid-February the Defence Secretary (Mr. Fred Mulley) made a brief reference to pay.

Whatever increase was decided on would be added to the Defence budget, he said.

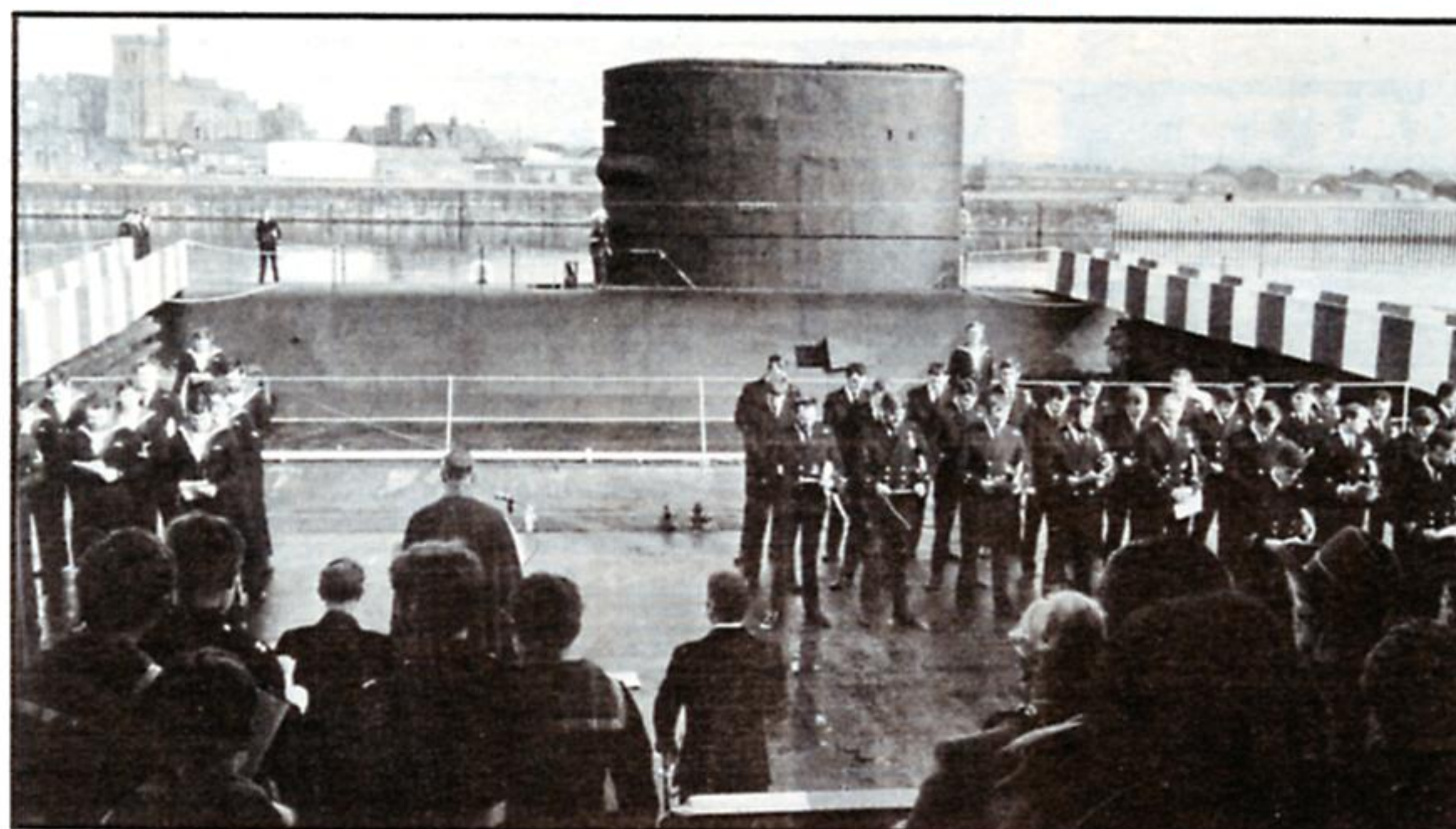
"Our Defence accounting system, like other features of Government expenditure, insulates the Defence budget from pay and price increases — in other words, the Defence budget is largely inflation proof. And the other side of the coin is that constraints on the Defence budget are quite separate from pay restraint."

"There is no question of pay being held down because of pressure on the Defence budget."

Morale

Answering a question, the Minister said he thought morale was still extremely good in all three Services and that abundant evidence was given by the way all three had responded in the fire-fighting emergency.

On the other hand, it would be wrong to suggest there was no great concern in the Services about pay and conditions.



SCEPTRE SEND-OFF

A moment of quiet prayer as H.M.S. Sceptre, the Navy's tenth nuclear-powered Fleet submarine, is commissioned at Vickers Shipbuilders, Barrow-in-Furness, on February 14.

A giant compared with the last Sceptre — a Second World War submarine of 990 tons dived — the new Sceptre is 275 feet long, displaces 4,500 tons dived and has a crew of 110.

About 30 men who served in the old sub, including three former commanding officers, were invited to the ceremony, which was also attended by the Flag Officer Submarines (Rear-Admiral John Fieldhouse).

The Sceptre will shortly begin safety and operational work-up before joining the Second Submarine Squadron at Devonport.

'X' still a sore spot for many wives

While final interpretation of the figures continues, it has become increasingly clear that many thousands of Service wives who were able to vote last year will not be entitled to make their "X" in any elections held this year, including a General Election should there be one.

At the same time more Service personnel will be in a position to vote.

There has been widespread agreement that, in becoming Service voters, there are many advantages for the wives, but some aspects of the situation have continued to rouse deep feelings.

One of these is the need for attestation of the wives' forms, and a Ministerial promise has now been given to consider whether this should be retained.

At Gosport, which has the Navy's biggest single housing estate, some 5,900 Service voters (3,200 men and 2,700 women) registered from an estimated 10,000-12,000 "possibles."

This estimated figure has been arrived at locally after making

allowance for vacant properties and the fact that some people will have chosen to register elsewhere, which must to some degree be an unknown quantity.

Another estimate is that some 3,500 Service wives believed to have been living in the Borough last October are not on the new list. At Rowner itself it is estimated that at least 1,200 wives who were on the previous register are not appearing this time.

'Bitterness'

In the Commons Mr. Peter Viggers (the Gosport M.P.) said he thought the Act had "backfired very seriously." He congratulated those who introduced it originally, but said that defects in drafting had become apparent and it had aroused "fury and bitterness."

A wife had to rely on a husband to provide a special Service form. He knew that Service establishments had sought to post forms to wives, but the wife still had to rely on her husband for it. The husband might be away from home on overseas service or he might be separated or divorced from his wife.

Saying that wives needed to have the forms attested, Mr. Viggers read from some of the letters he had received, including one from a Service wife who wrote, "I am now part of my husband's goods and chattels for him to decide if I should cast a vote or not."

Another said, "I am not a Service voter and I shall never vote in such a capacity."

He said the new Gosport register, although not exceptional, revealed a voting list "so defective as to make a mockery of our electoral system."

'Beneficial'

The Minister on State, Home Office (Mr. Brymor John) said that if difficulties had arisen over

the Bill it was through the best of motives. Because of the once-for-all nature of the new arrangements, the beneficial effect should be cumulative, although in the aftermath of a changeover there would be a "ripple."

Provisional figures suggested that Servicemen's registration had increased from about 25 per cent. overall to about 40 per cent. overall and it was clear that Servicemen had responded to the change.

It was significant that the highest proportion of wives to have registered under Service registration had been Navy wives.

He hoped that next year the situation would be "even better than it is this year. I believe that the system will work to the benefit of Servicemen and their wives." There was the advantage to many Service wives of having postal or proxy votes.

He promised to consider whether attestation should be retained for Service wives.

Navy News

No. 285 24th year

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Newcastle sails

Wherever she sails in the world, the new guided missile destroyer H.M.S. Newcastle will have the strongest ties with her north-eastern birthplace.

An official adoption ceremony at Newcastle Civic Centre was one of many events held in the days leading up to her sailing from the Tyne on February 23 for her acceptance voyage to Portsmouth.

The Newcastle is due to commission at Portsmouth on March 23.

SWOP DRAFTS

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

MEM1(AMC) R. J. Paxton. Joining H.M.S. Scylla, Chatham, July. Will swap for any Portsmouth ship. Telephone: Cosham 84854. LWREN STD(O) C. Smith. Drafted to H.M.S. Mercury, April 4. Will swap for H.M.S. Nelson or H.M.S. Vernon. Replies to Wardroom, H.M.S. Collingwood, Fareham, Hants.

RS(W) N. H. Moxham. Drafted to STC Drake, July. Will swap for Whitehall or Northwood. Replies to 4 Mess, H.M.S. Charybdis.

RO1(G) M. A. Dollard. 3E Mess, H.M.S. Blake. Deploying west coast America and Canada in May. Will swap for any Portsmouth ship in long refit or ship on Home Sea Service.

WTR Wilkinson. Drafted to H.M.S. Nelson, April 17. Will swap for any establishment other than Portsmouth area. Reply to R.N. & R.M. Careers Office, 46 Church Street, Blackburn, Lancs.

LR(W) R. B. Cumming. Drafted to H.M.S. Ajax, Devonport, June. Will swap for any Rosyth or Chatham ship. Replies to 3LP Mess, H.M.S. Nubian, BFPO Ships, London.

LS(R) AC(H) C. Saxton. Drafted to H.M.S. Ashanti, Chatham, May 15. Will swap for any shore establishment in U.K. Replies to Placewood 85 Mess, H.M.S. Dryad, Southwick, Hants.

POMEM (BWC) J. Tartaglia. Drafted to H.M.S. Bulwark (in refit) April. Will swap for any Plymouth ship in refit or sea-going. Replies to Exmouth Division, H.M.S. Raleigh, Torpoint.

LSA D. A. Pickin. 2D Mess, H.M.S. Ambuscade. Deploying to America. Will swap for RNAS Culdrose, or ship undergoing refit in Devonport.

RO1(T) J. N. Pattinson. Drafted to H.M.S. Rhyll, April 28, due refit Portsmouth. Will swap for H.M.S. Invincible or any ship or shore billet in Rosyth or Faslane. Telephone: Clyde Submarine Base, Ext. 584.

MEM1 K. D. W. Williams. 3G22 Mess, H.M.S. Blake, due deployment to U.S.A. Will swap for any Portsmouth / Chatham ship not

deploying.

ALMEM R. Ankin. Drafted to H.M.S. Brighton, Plymouth, April 26. Will swap for any Portsmouth ship, including H.M.S. Bulwark. Replies to 69 Hill Park Road, Fareham, Tel: Fareham 233778.

POOEL D. Boyd. Drafted to Rosyth Static FMG, May 8. Will swap for any draft to Portsmouth area, ship or shore. Replies to H.M.S. Iveston, Portsmouth, or telephone Fareham 281224.

MEM1(AMC) G. Meadows. Drafted to H.M.S. Apollo, April 24, due to be Plymouth based. Will swap for any permanent Portsmouth ship. Replies H.M.S. Phoenix, Malpan Road, Hilsa, Portsmouth.

LR(O) G. Irving. H.M.S. Fawn, Devonport based, refit until May. Will swap for any operational frigate, preferably based at Devonport.

AB(S) P. J. Emery. H.M.S. Mercury. Joining H.M.S. Aurora, June 26. Will swap for any Portsmouth ship.

LR(O) G. M. Jones. H.M.S. Mercury. Drafted to H.M.S. Hermione, Devonport, May 29. Will swap for H.M.S. Mercury OXP, or ship going into refit. Replies to 5 Renown Gardens, Portsmouth.

MEM1(AMC) D. R. Gifford. 3K Mess, H.M.S. Leander, due transatlantic deployment. Will consider any Devonport frigate or establishment.

LR(M) B. Potter. Drafted to H.M.S. Torquay, Portsmouth. Will swap for any Rosyth ship. Replies to 35 Carless Close, Rowner, Gosport, Hants.

RO1(W) W. J. Shaw. 3M Mess, H.M.S. Sirius, Devonport. Will swap for any Rosyth ship.

REM1 Gwinnett. Drafted to H.M.S. Neptune, May 1. Will swap for any sea-going ship or in refit or shore base in Portsmouth or Chatham areas. Replies to 3K5 Mess, H.M.S. Ark Royal.

AB(EW) A. L. Pickthorne. Drafted to H.M.S. Dido, August 7, refit and sea trials, Plymouth. Will swap for H.M.S. Bulwark or any Portsmouth ship.

REM1 B. J. Lewis. 3P Mess, H.M.S. Kent. Drafted to H.M.S. Neptune, May 15. Will swap

for any Portsmouth ship or shore establishment.

POMEM(BWC) W. Hughes. Drafted to H.M.S. Neptune, May 8. Will swap for any Devonport shore draft. Replies to One Mess, H.M.S. Fearless.

REM1 S. Hey. 3, Whitfield Road, Fawley, Southampton. Drafted to H.M.S. Neptune, May 15. Will swap for any Portsmouth ship or shore establishment.

OEM1 McKenna. H.M.S. Abdiel (Rosyth based). Will swap for Plymouth ship or shore establishment.

LMEM A. G. Robertson. Drafted to H.M.S. Bulwark, March 2, shore time. Will swap for any Plymouth base or ship.

AB(R) L. Bennett. H.M.S. Drake. Drafted to H.M.S. Scylla, Chatham, June 29. Will swap for any Type 21 frigate.

REM1 R. Evans. 3K Mess, H.M.S. Ajax, Plymouth. Will swap for any Portsmouth or Chatham ship, preferably in or going into refit.

STD S. J. Kelly. 3L2 Mess, H.M.S. Blake. Due deployment to West Indies, America, and Canada. Will swap for any Portsmouth ship in refit or not due for deployment.

LOEM B. R. Hutchings. Drafted to H.M.S. Drazford, Portsmouth. Will swap for any Devonport ship. Replies to 155 Foulston Avenue, St Budeaux, Plymouth.

RO1(T) Dean. 9 Mess, H.M.S. Diomed. Drafted to FOSNI, May 1. Will swap for any shore base.

RO1(G) D. A. Norrie. Drafted to H.M.S. Tiger, Portsmouth, May 8. Will swap for any frigate not due refit, preferably at Rosyth. Replies to H.M.S. Mercury, Nr. Petersfield, Hants.

CREL G. J. McGhie. Type 21 Mobile Support Group, H.M.S. Defiance, Devonport. Drafted to H.M.S. Plymouth, Chatham, May. Will swap for any Devonport ship.

MEM1 (AMC, JBD) P. Coombes. 10 Mess, H.M.S. Eskimo. Will swap for any Portsmouth ship or shore base.

MEM1 A. Walls. 10 Mess, H.M.S. Eskimo. Will swap for any ship based in Scotland or Scottish shore establishment.

MEM2(JBD) A. A. Peplow. H.M.S. Lon-

don. Will swap for H.M.S. Newcastle, or any ship in same class.

COEL D. Beard. H.M.S. Collingwood, due to join H.M.S. Zulu in June at Rosyth. Due refit. Will exchange for any Portsmouth ship.

LR(O) J. P. Lehan. Drafted to H.M.S. Arrow, July 24, for 27 months sea service. Will swap for any survey or small ship based at Portsmouth or Chatham. Replies to Common Regulating Office, Gibraltar.

LMEM P. T. Wright. Craft Support Unit, Chatham Dockyard. Drafted to H.M.S. Bulwark for shore service, six months and over. Will swap for Chatham FMU or any Chatham ship in refit or in commission.

RO1(T) Archibald. 3Q(S) Mess, H.M.S. Birmingham, going on deployment in U.S.A. in May. Will swap for any Chatham or Portsmouth ship, preferably in refit.

MEM2 B. Haynes. Drafted to H.M.S. Bulwark. Will swap for any Plymouth ship. Replies to 44 Hawkins Block, H.M.S. Drake, Devonport.

AB(M) Dunne (ship's diver), serving in H.M.S. Blake. Will swap for any Portsmouth ship refitting or not deploying.

RS P. Day. H2 Mess, H.M.S. Tiger. Drafted to Fort Southwick (CINCPACVHOM), June 19. Will swap for draft to H.M.S. Mercury.

AB(R) Star W. H. Henderson. 12 Mess, Hawkins Block, H.M.S. Drake, Plymouth. Drafted to H.M.S. Fawn, May 1, due long deployment Persian Gulf. Will swap for any shore base in Scotland.

LCK W. G. Sweeney. Drafted to H.M.S. Dido, July 28. Will swap for any Portsmouth ship or shore base. Replies to 3, Court 18, Rowner, Gosport, Hants.

RO1(W) P. R. Lee. 3E Mess, H.M.S. Blake. Will swap for any Portsmouth or Plymouth ship, in or going into refit.

LOEM P. Dunn. OE Office, H.M.S. Collingwood. Tel. ext. 513. Due to join H.M.S. Amazon in July. Devonport refit. Will swap for any Portsmouth ship.

AB D. S. Ward. Priority 3, H.M.S. Dryad. Ship's company six months or over. Will swap for any ship going foreign, preferably based at Chatham or Plymouth.

AB J. S. Murphy. H.M.S. Apollo. Will swap

for any ship going on foreign deployment.

Weapon training was carried out at Roosevelt Roads and a visit made to St Petersburg, Florida, where the hospitality was overwhelming. Over a period of three days some 5,000 visitors looked round the ship.

Final phase of the deployment included a series of visits to the Windward and Leeward Islands, with their majestic volcanic peaks and lush vegetation.

A final banyan was held in Nevis, one of Nelson's old haunts, then came another call

at Roosevelt Roads for a dawn assault on Vieques by the Royal Marines and a further period of weapon training with Canadian and U.S. forces.

Visits were made to Nassau and Freeport, where it was possible to return some of the great hospitality received on the outward passage. The frigate then turned over duties to H.M.S. Antelope.

In three months the Eskimo, commanded by Cdr. Chris Morgan, visited 14 ports, crossed the Caribbean four times, played 16 games of soccer (winning 12), seven of rugby (winning three) and innumerable golf and tennis matches.

The ship also raised enough money for a guide dog as a result of casino nights, pigeon shooting, horse racing and a sponsored run.

H.M.S. Dacealus is to remain at Lee-on-Solent in modernised accommodation instead of being transferred to the former R.A.F. airfield at Thorney Island.

This was confirmed in the Defence White Paper published in February.

'HOME AGAIN' SOLDIERS GET THEIR GOAT

On a wintry jetty at Portsmouth stands Taffy the Second, mascot of the First Battalion the Royal Regiment of Wales.

He was there with the regimental band in February to welcome the frigate H.M.S. Eskimo, which had brought home ten soldier "passengers" on her return from Belize.

Picture: LA(Phot) G. H. Ford



Eskimo blows in — hot and cold

H.M.S. Eskimo returned from the steamy jungle colony of Belize to a frozen Portsmouth jetty in February, involving a temperature drop of more than 50 degrees F.

On board were ten soldiers from the 1st Battalion of the Royal Regiment of Wales, who were "hitching" a lift home after a six-month stint as garrison troops.

In three-and-a-half months after leaving the U.K. in early November, the Eskimo steamed some 20,000 miles and she spent several periods in Belizean waters as the Navy's contribution to the tri-Service presence there.

Many attractive Caribbean spots were visited during the

deployment. The ships divers spent three days at St George's Cay diving in the spectacular environment of the coral reef, regarded as the most outstanding of their many diving experiences in the Caribbean.

While in Trinidad, the ship sailed at the request of the Governor of St Vincent to search for the remains of a light aircraft which had crashed in the sea off a tiny island in the Grenadines. The wreckage was located in 100 feet of water in four hours.

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Daedalus to stay put

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FILMS FOR THE FLEET

Nostalgia ain't what it used to be

American music in the years following the Second World War runs through "New York, New York," one of the latest films to be released to the Fleet by the Royal Naval Film Corporation.

This romantic musical drama is centred on the turbulent relationship between an independent young band vocalist (Liza Minnelli) and a brash saxophonist (Robert DeNiro).

The film pays nostalgic tribute to the era by showcasing the essence of the timeless songs made famous by Glenn Miller, Benny Goodman, Tommy and Jimmy Dorsey and other bandstand stars of the 1940s and moving into the changing tempo of the 1950s.

THE LIST

Here is the full list:-

Demon Seed (AA) — Julie Christie, Fritz Weaver. Proteus IV, a super computer whose potential is staggering, starts to study man with terrifying consequences. MGM. No. 528.

The Other Side of Midnight (X) — Marie-France Pisier, John Beck. Romance and drama from the novel by Sidney Sheldon, telling the story of the rise to riches and the tragic fall of a young, poor but beautiful girl. Fox. No. 529.

New York, New York (A) — Liza Minnelli, Robert DeNiro. In the changing American music scene after the Second World War a young singer falls in love with a saxophonist as they struggle for success. United Artists. No. 530.

Black Sunday (AA) — Robert Shaw, Bruce Dern, Marthe Keller. Terrorists of the Black September organization plan a large-scale attack somewhere in the United States. CIC. No. 531.

The Last Remake of Beau Geste (A) — Ann-Margret, Marty Feldman, Michael York, Peter Ustinov. Send-up of the famous story about Beau Geste joining the Foreign Legion after the disappearance of the family Blue Water Sapphire. CIC. No. 532.



Mary Kay Place takes the part of a vocalist in the big band era in "New York, New York."

R.M. bands to Beat Retreat

To celebrate the birthday of the Duke of Edinburgh and to mark the 25th anniversary of his appointment as Captain General Royal Marines, the massed bands of the Royal Marines will Beat Retreat on Horse Guards Parade at 6.30 p.m. on May 30 and 31, and on June 1, when the Captain General will take the salute.

The occasion also commemorates the 75th anniversary of the Royal Marines Band Service.

Beat Retreat will be the massed bands' second visit to London this year. On February 7, they gave a memorable concert in the Albert Hall, attended by the Queen, the Duke of Edinburgh and Admiral of the Fleet, the Earl Mountbatten of Burma.

CHARITIES

Proceeds from the concert went to aid the Malcolm Sargent Cancer Fund for children and Royal Marines charities.

Tickets for Beat Retreat, proceeds of which will go to help Royal Navy and Royal Marines charities, are on sale from the Royal Marines Beat Retreat Office, Dept of CGRM, Ministry of Defence, Old Admiralty Building, Whitehall, London SW1.

From April 10 they are also available from Ticket Centre Ltd, 1b Bridge Street, London, S.W.1.

Advertisement wins award

"The storm that almost turned a frigate into an iceberg," is not the title of a new sea whodunnit, but of a double page Royal Navy officer recruiting advertisement, which has won the Reader's Digest 10 Million Club award for January.

The copy, described by one of the judges as "a super read, very exciting, almost Boys' Own stuff," gives a vivid account of H.M.S. Yarmouth's survival in conditions "no Navy ship has seen since the war."

CADETS MEET A PAINTED LADY

Sea Cadets helping on the centre stand at the Earls Court Boat Show also lent their support to model girl and dancer Casey Jones — who, they thought, was just the mascot for them!

Casey, appearing in the stage shows, obviously thought the lads, from T.S.

Bulwark (Clapton and Shoreditch) and T.S. Acorn (Waltham Forest) were a bit of all right, too.

And by the way, that propeller tattoo is not permanent — Casey was painted to promote International Paint Yacht Division.

Picture: Mel Grundy Photographic Agency



Nelson's cabin open to public again soon

Nelson's cabin in H.M.S. Victory where he spent his last few private hours before the Battle of Trafalgar will again be open to the public, it is hoped, towards the end of this summer.

Although the stern of the ship continues to be encased in scaffolding, much has been achieved so far in this major restoration project.

To date, the after end of the hold, Orlop deck, Lower Gun Deck, and the Wardroom have been virtually rebuilt. Work is now full ahead on the Admiral's Great Cabin.

To restore a ship which was already old at the Battle of Trafalgar is no mean task. Working from the bottom upwards many beams, frames, and much inner and outer planking has been renewed by Portsmouth Dockyard craftsmen. This has been done while still maintaining other parts of the hull.

The Victory, built of oak, contains about 300,000 cubic feet of timber, of which about 12 to 18 per cent is probably original — put into the ship when Lord Nelson was about two years old.

A total of about 40 per cent of the timbers was put into her before the Battle of Waterloo in 1815.

PINE FRAME

In the course of restoring the old ship workmen have come across many interesting facets of the past. A recent example — a frame timber of pine, unusual in a ship of oak, with the shipwright's race or scribe mark indicating it — was fitted in the Victory in 1811.

When the skylight on the poop was removed it was found that the deck had at some time been completely enclosed, with no skylight fitted. One was fitted in the original ship and it can only be assumed that it was removed when the Victory served as a hospital ship for prisoners of war in the Medway between 1797 and 1799.

Victory's seagoing days ended in 1812. The present restoration work of the stern, which is almost at an end, is part of the plan to ensure that this great ship will endure.

BRISTOL SAILS AGAIN

H.M.S. Bristol, the guided missile destroyer, went to sea for marine engineering acceptance trials on February 21 for the first time since her major refit started in mid-1976.

Drafty's Corner



This article is a "farewell message" from Capt. J. W. T. Walters (above), who is leaving H.M.S. Centurion after two years as "Drafty" — a title which will pass to Capt. Peter Hames when he takes over as Captain Naval Drafting on March 14. Capt. Walters is to be Director of Naval Administrative Planning in London.

We aim to please most of the people most of the time!

On the Drafting Division floor of H.M.S. Centurion hang the name boards of the Drafting Commanders who functioned in the individual Naval Barracks before drafting was centralised in 1957. The old Portsmouth Port Division board has at the bottom the motto "Much courted — Little loved." Drafty is certainly still much courted, but I like to think he is now understood, if not loved, at least by most of the people most of the time.

I believe there are three main reasons for greater contentment with naval drafting. Firstly, it is now more than seven years since the last major change in the Drafting Regulations and the trickle draft of 27 months at sea is now well established and understood.

Secondly, the pier head jump has been largely abolished. All sea drafts are issued five months ahead and three months' notice is given of shore drafts except within the same port area. Of course, some moves at short notice will always be necessary — for example, when a key rating goes sick or gets a compassionate draft — but these are kept to a minimum and the Emergency Relief Pool can often provide a temporary relief and enable the permanent

relief to be given notice of his draft.

The third reason for greater contentment is that all ratings who have completed three years' service are given, after a normal tour of 27 months' sea service, a minimum time ashore between sea drafts (and the more senior you are, the longer the shore draft is) — although in two categories of extreme shortage this cannot yet be quite as long as for other similar rates.

What have been my principal problems over the past two years? Firstly, to meet the increasing pressure for stream or type drafting. This is nothing new and Drafty has always tried to make maximum use of a rating's past training and experience. But our ships are becoming increasingly complex

and many ratings have received special training to fit them to maintain or operate some particular piece of equipment. So it is not a case of finding any REA or any Petty Officer Radar, but one who is familiar with the particular equipment that is fitted in the ship he is to join.

It is not fair to dip too far down the sea roster to find the right man, although we do look at the whole of the top three months in making our selections. At the same time we must look at your preferences and try to meet them — or at least give everyone a fair share of preference and non-preference drafts. That is why although the computer now provides all the information from which we draft, it will never select your next draft like solving a mathematical problem, and there will always be needed the judgment of experienced Drafting Officers — if not of Solomon.

There is always the problem of spreading the jam evenly in the shortage categories and making best use of any surplus elsewhere. The first priority is the manning of the Fleet — and billets are only left unfilled or diluted if it is necessary to preserve minimum time ashore. Even then there are not always enough experienced ratings to fill all the important shore billets and again it is a matter of careful judgment which can be left unfilled — a Fleet Maintenance Unit or a training instructional billet?

Turbulence

What is most important is that we do not allow shortages to create unnecessary turbulence, so that we all end up chasing our own tail and no one gets a reasonably settled spell ashore between sea drafts.

Some disturbance is unavoidable when people have to be relieved unexpectedly for some reason and the concentration of PJT and career courses in Portsmouth necessarily causes turbulence for those serving elsewhere when they have to be fitted in during a shore draft.

There is also the inevitable upset caused within the drafting scene by ratings giving notice. It has for some years been

policy that ratings who wish to leave the Service and who have given a minimum return of service should be allowed to leave at reasonable notice and not be held unwillingly to the end of their engagement, but this does result in other ratings having to be drafted to relieve them; and this all adds to the momentum of the drafting cycle. One way you can all help is that if you decide to withdraw your notice (or to re-engage), please do it in good time and do not wait until your relief has joined and you are in the Release Office in Barracks.

I have greatly enjoyed my

spell as Drafty and it has been very satisfying to be told by ships that they appreciate our efforts to keep everyone happy. Sometimes when I sit in my office and deal with the problems which bubble up from the drafting desks, it is difficult to keep them in perspective. That is why I have been particularly glad to have had the opportunity of getting round the ships and establishments and meeting many of you, to hear your worries and ideas, and to learn of your hopes and aspirations. It is not always possible to meet them, but I do hope the ex-Buffer of H.M.S. Royal Arthur

who told me I wouldn't send him to a Hong Kong minesweeper because "only married men get those drafts" is enjoying himself out there...

Thanks

I have been greatly encouraged to find that the vast majority of you seem to be content with the drafts you get — accepting that you joined a seagoing service and that Drafty does have to fill the unpopular as well as the popular billets. I thank all my staff who have made this possible and wish you all a happy commission.

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Smiling Sue puts the men in their place!



Picture: Wren J. Langridge.

No wonder Sue is smiling... As the first WRNS officer to be responsible for drafting male ratings, First Officer Sue Tollerfield has the authority to tell 3,500 men where to go! Sue works in H.M.S. Centurion, the Navy's pay, records, and drafting establishment at

Gosport, where she deals with the Writer and Stores Assistant categories.

Sue is pictured above studying a computer printout of the current drafting state with her two assistants, POWTR Charles Lawson (left) and CPOWTR Alfie Parr.

SHIPS OF THE

ROYAL NAVY

CYGNET—
HATCHED
UPSIDE
DOWN
ON A
CANAL BANK

"Hatched, dispatched and matched," an adaptation of an old phrase, just about sums up the unusual early life of H.M.S. Cygnet, second of the Royal Navy's Bird Class patrol craft.

The story of this latter-day "ugly duckling" — which became the graceful Cygnet pictured here — involves Peruvian fishing boats, an upside-down hull and a trip in a canal barge.

In common with the three other craft in the class, the Cygnet was built by Richard Dunston Ltd., of South Yorkshire.

Barge trip

As the company's main yard at Hesse, near Hull, was at full capacity building tuna fishing boats for Peru, it was decided to build the hull upside down on the banks of a canal at Thorne, near Doncaster.

Once finished, the shell was transported several miles to Goole by barge — but first it had to be cut into seven sections because the canal locks were too small to take the hull as a complete unit.

At Goole the sections were pieced together again the right way up and the ship was launched in October, 1975, fitted out, and accepted into service in July, 1976.

With her sister ship, H.M.S. Kingfisher, she is a member of the 1st Mine Countermeasures Squadron, based at Rosyth, undertaking patrol duties in coastal waters.

Carrying a 40mm. Bofors and two light machine guns, she enjoys a reputation at Rosyth as a crack gunnery ship.

Among her other equipment are the latest navigational aids, including high definition surface warning radar, Decca navigator, Echo sounder and gyro compass. She also has automatic steering and stabilizers.

As with all Royal Navy ships today accommodation for her small ship's company is good, with separate sleeping and recreational areas, a modern, fully-equipped galley, a launderette, television and piped music to all the messes.

The other two ships in the class — the Peterel and the Sandpiper — are being operated by the Royal Naval Reserve.



PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH. Price 10p each inc. postage and packing (75p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.40. Albums to hold 64 Navy News postcards are £1.50 each (incl. postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, File (pre-mod), File (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron, Patrol Craft (Wolferton, Beachampton, Wasperton, Yarrington, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun.

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Marston, Matapan, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius, Soberton, Sovereign, Striker, Stromness, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.



No. 268

From the
Armada
to the Arctic

Cygnet has been a popular name for British warships since the 16th Century — the present ship is at least the sixteenth. The first, a three-gun pinnace built in 1585, took part in Drake's expedition to Cadiz to "sing the king of Spain's beard" and helped fight the Armada.

Three sloops of the name between 1758 and 1815 had eventful lives. The first, captured from the French, was present at the capture of Havana in 1762 under the command of Capt. the Hon. Charles Napier.

Between 1776 and 1801 the next ship served in the War of American Independence and the French revolutionary war. Her successor captured a French ship off Dominica in 1806, won a medal for her part in the destruction of two French frigates in 1809, was present at the capture of Guadeloupe in 1810 and was wrecked on the coast of French New Guinea in 1815.

MINESWEEPER

Two vessels called Cygnet served in the First World War — a destroyer built in 1898 which belonged to the Local Defence Flotilla at the Nore, and a hired minesweeper of the Fourth M.S. Flotilla.

A destroyer of 1931 was transferred to Canada in 1937. The Second World War Cygnet, a modified Black Swan class built in 1942, won battle honours in Sicily, the Atlantic and the Arctic and was scrapped in 1956.

Battle Honours: Armada 1588; Cadiz 1587; Portland 1653; Havana 1762; Guadeloupe 1810; Alexandria 1882; Suakin 1884; Sicily 1943; Atlantic 1943-4; Arctic 1944-5.

Facts and figures

Displacement: 190 tons. Length: 120ft. Beam: 23ft. Armament: One 40mm Bofors, two light machine guns. Propulsion: Two Paxman Ventura diesels, each developing 2,100 bhp, producing a top speed of more than 20 knots. Complement: Four officers, three senior ratings, 17 junior ratings.



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Let's stop this mollycoddling!

After reading my Sunday paper recently I concluded that the Navy was becoming a fast developing kind of maritime British Leyland. I am referring to an article about the employment of a member of the fair sex as a divisional officer in one of our large training establishments.

As a recipient of their end-product I view this move with dismay. With no insult or malice to the young lady in question, I fail to see how a 25-year-old female can possibly be suited to such a position.

Past correspondence in Navy News has highlighted dissatisfaction among senior rates with the general standard of trainees emerging from such establishments.

Having been a divisional chief for more than six years as well as carrying out my normal job in the engineering branch of a submarine, I believe it is high time we stopped mollycoddling them and fitted them properly for the job they have been recruited to do.

I fail to see how a young female can have the experience to pass on to these young men to benefit them for a life at sea.

Remember, gentlemen, that women's liberation was started by some neurotic North American ladies setting fire to their brassieres.

CMEA(P)

H.M. submarine.

The other Ark

When I was serving in the Eastern Mediterranean in 1916, there was a merchant ship named Ark Royal which was used as an aircraft carrier. This would account for the cap tally Ark Royal, without the H.M.S., as mentioned in a letter in December.

She used to lift the aircraft inboard and outboard by derrick and, if I remember rightly, Cdr Sampson used to fly the plane.

T. C. Boston

Rowner, Gosport.

DEAR DIVISIONAL OFFICER...

When I joined — back in '29 —
A nozzler's lot was not divine;
Each morning on parade-ground vast
We "doubled past" before the mast,
While "slackness" or some kindred crime
Would send us round a second time
Till, goaded by some Gunner's Mate,
Our state was sad to contemplate.
How oft I'd sigh, in days gone by,
For someone easy on the eye —
Some gorgeous, well dimensioned Wren,
To mention "Pay attention, men!"
Before inspecting our platoon —
But that was crying for the moon...



Well, now the dabtoes under training
In Gosport's "Sultan" aren't complaining,
For though in some respects they're green
They've shrewdly picked a beauty queen
To keep them smart and properly dressed;
To give them heart when they're depressed —
And comfort them in all the ways
I missed in my "St Vincent" days...
I may have mentioned it before
But just once more I must deplore
The fact that when I joined the Fleet
I missed such consolations sweet —
No ultra-feminine two ringer
On whom my youthful thoughts could linger,
And now it gives me little joy
To know I can't go round the buoy...

— Bernard Campion

Plymouth

LETTERS TO THE EDITOR

Plea from the sole for the old 'beetle crushers'



We feel sure that the position of editor is held by a man, in which case you cannot possibly realise the problems of the poor dainty hoofs of Wrens.

After secure, Wrens can usually be seen sporting civvy clothes and "a la mode" high-heel shoes. When you see today's fashionable shoes you might imagine that anything would be more comfortable, but not so.

As a girl gets to the age when school clodhoppers cease and fashion takes over, she will find that the first trial of these shoes leads to some unbalanced tottering, with pinched toes and aching legs. But after the "breaking in," these shoes can be very comfortable and it becomes the flat shoes that make your unsuspecting calf muscles ache.

Wrens do, of course, wear regulation issue shoes, so please let us at least have a modicum of comfort by putting the old style shoes back on issue with their obvious attributes of wider toe space, cool interior, and slightly higher heel, not to mention their lovely shine.

There is probably a bigger roster for the turnover of "beetle crushers" in circulation than Centurion could shake a stick at. And the thought of mugging a badgeman (badgewoman doesn't seem to trip off the tongue so easily) or an "old and bold" PO Wren and stealing a pair has lost a lot of glamour since coming under the NDA!

C. Newcombe
Wren

H.M.S. Nelson

Footnote: We were sorry to hear that some girls have been having problems with their "dainty hoofs," but are pleased to bring news that relief is afoot. Trials have been taking place both on new-pattern standard lace-up shoes and on safety shoes and the plan is to replace present styles.

New standard shoes had a 12-month trial on a Joint Service basis (including H.M.S. Nelson) and some of the resulting suggestions were incorporated in a second prototype now having a short trial period. If finally accepted, this will set the style for the future.

These shoes will, we are told, have better quality leather uppers, and a leather sole and slightly higher rubber heel (instead of PVC sole and heel).

At the same time they are going metric, which should give a total of 35 sizes and fittings instead of 28, resulting in a better fit. But the new style will not start being issued until old stocks have been used.

— Editor.



● "Sweet and sour" might be an appropriate title for cartoonist Bailey's light-hearted look at the problems of the pedal extremities of Wrens, which accompanied the letter. The unhappy-looking soul on the left is said to be wearing present-pattern shoes, while the happier figure above sports a pair of the old-style (slightly exaggerated?) gleaming beetle-crushers, now reported to be a rarity "treasured like gold."

Still going strong

I agree with V. E. Weeks (Jan.) that it would be a huge financial problem to preserve H.M. ships Ark Royal and Hermes, although they deserve places of honour.

H.M.S. Belfast draws the crowds and so, no doubt, will the Cavalier when she is opened.

You might, however, like to know about ex-M.T.B. 102, "Born" in 1937, she went to Dunkirk, later became a "star" of two films and is now used by the 1st Blofield and Brundall Sea Scouts.

She's still going strong — albeit a little slower than her original 42 knots — and her young crew are fine examples of our future heritage. She can't rust, anyway — she's made of good old-fashioned wood.

Peter Wright
Ex-PO

Twickenham, Middlesex

'Stop cigarette coupons'

As a non-smoker, I have strong feelings about the filthy habit.

With the prices available, people in the Navy are encouraged to smoke and it is annoying to non-smokers when, in a mess or TV room, many are smoking. Clothes start to smell and so does the room, ash gets everywhere and furniture gets burnt as well as carpets and mats. In addition, paintwork and wallpaper gets stained.

I know that you cannot stop smoking suddenly, but I believe

that cigarette coupons should be stopped. Other Forces do not give them, so why the Navy? It may help some people to stop or slow down.

If you can put off the younger ones, the smoking rate will in time go down and the health rate go up. And that is what the Navy wants judging by all the publicity about getting everyone physically fit and healthy.

C. Marriott
LACMN

737 Squadron,
R.N. air station, Portland.

ASSISTANCE TO AUTHORS

Bruce Hindley, of 21, Tedworth Square, Chelsea, London, SW3, researching for a book about the provisional session to Britain of the Sandwich Islands in 1843, would appreciate hearing from readers with relevant documents, letters, journals or pictures. The Islands were ceded to Capt. Lord George Paulet, commanding the frigate Carysfort, on February 25, 1843, and other officers involved were Lieuts. J. J. B. E. Frere, John W. Tarleton, William R. Smith, and Horatio F. Elliot.

Second officer V. C. M. Creese, of 41, Queen's Gate Terrace, Kensington, London, SW7, is planning to compile a book on the experiences of serving and retired members of the R.N., R.M., and W.R.N.S. and seeks written factual accounts of memorable or embarrassing situations photographs with captions, newspaper cuttings, cartoons, etc.

Anthony Carew, of 9, Pear Tree Close, Marple Bridge, Stockport, Cheshire, is writing a social history of the lower deck of the Royal Navy between the wars and would like to hear from men serving in H.M.S. Revenge in the Mediterranean Fleet in 1930.

Colourful admiral

Among the memories which many must have about Admiral of the Fleet Lord Fraser of North Cape (February issue), I recall the following.

As a commanding officer of 817 Albacore Squadron during the war, it was my pleasure to be invited to lunch in the Admiral's cabin when he was VA2 Home Fleet. The chief guest was King George VI, while on another occasion I met Winston Churchill and Stafford Cripps, lately back from Russia.

These were typical examples of the Admiral's kindness and determination to bring us in.

Inspecting the Home Fleet by helicopter one day, the Admiral hovered over his flagship — Nelson, I think — and signalled back to his captain, "The inside of your funnel's dirty!"

On a visit to Leningrad, he was given a Russian fur hat. He later appeared with his "scrambled egg" peak stitched on to the hat, a unique combination, to the astonishment and presumed delight of his Russian hosts.

As a guest at H.M.S. Dryad's garden party after the war, I have a memory of the C-in-C arriving on horseback with his less assured flag lieutenant similarly mounted!

Roger Corbet-Milward
Cdr(Rtd).

Upton-on-Severn,
Worcester.

Cock-eyed, too

Regarding the letter headed "Cocked up salute" (January), I would like to disagree on one point.

Although it is true that a lot of junior officers salute incorrectly, many of their seniors do not do much better.

Maybe it would help if officers (commissioned and non-commissioned) wore their caps correctly — not heeling to one side.

T. Belsten
PO(SCC)

Shirehampton,
Bristol

Dear Mr. Dolphin...

Everyone knows what H.M.S. means — or do they?

When officers of H.M.S. Dolphin made a contribution to the Stubbs Appeal to support the purchase of two superb paintings, they received a grateful acknowledgment on the crest-headed notepaper of the Tate Gallery, London, addressed to "H.M.S. Dolphin Esq., Wardroom Mess Manager, Portsmouth, Hants."

"Dear Mr. Dolphin," began that Tate's letter of thanks... Someone at the submarine base has come to the conclusion that the names in mind were probably Henry Michael Steven.

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'BANK CHARGES SHOULD BE CUT'

I have been a "banker" for five years and have been highly satisfied with the service from my local branch.

However, now monthly pay is being made compulsory for many I wonder if there is a case for the banks to consider reduced charges for service personnel.

Certain banks offer employees of large companies, whose business they manage, free

banking. Could the bank that has the MOD account not do likewise? The Navy also allows banks to set up branches in shore establishments; would this not be reasonable return for the extra business this surely brings them?

The banks' argument will be that already they offer free banking if the account is left with a total of £50 in the account at all times. Perhaps this is easier for the single person, but I think many married personnel will find this is not an easy proposition.

Certainly those who do not want a bank account will be very much opposed to paying for a service they don't want in the first place.

G. C. Hall
LCK

H.M.S. Hermes

The advice is to "shop around" as charges can vary widely — both in levels and the way they are calculated. Some very cheap banking is available, we are assured.

Undoubtedly, many people regard banking as very much a part of modern life and an indispensable convenience. Another point to remember is that a sound liaison with a bank over many years is often useful when temporary finance is needed, for instance for bridging loans or home improvements. — Editor.

Tally Ho!

The Children's Ward of R.N. Hospital Haslar is due to re-open in June after redecoration and we are hoping to start a cap tally board for the children.

On behalf of the sister in charge of the ward could I ask if as many ships of the Royal Navy as possible could send a cap tally each?

E. A. Jennings
SNN

A6 Ward,
R.N. Hospital Haslar,
Gosport, Hants.

Pay: 'Three choices' for decision-makers

Girl's view of women at sea

I read your letter headed "Wrens in ships would put us all at sea" (February) and quite agree. Women shouldn't go in ships with men. Not because the wives wouldn't like it so much, but because men aren't so dedicated as women, and it would drive women mad having men around playing silly games like ludo and noughts and crosses.

I plan to be the first lady submarine captain, preferably with a crew of all women, and am working very hard to be this.

My daddy is in the Navy in submarines and I want to be like him.

I like Navy News and my parents send it to me every month as I am at boarding school.

Laura Bennett
(Aged 12)

Colerne,
Chippenham,
Wilts.

My view is that four of the reports by the AFPRB have just rubber stamped Government pay policies, and that since the inception of the Military Salary, Jack has lost nearly 25 per cent. in his wages compared with average industrial earnings.

The firemen have been guaranteed a new pay structure regardless of future pay policies, whereas all the Forces have been promised is full comparability over a period as soon as pay policy permits.

If the AFPRB cannot secure the promise of a speedy return to true comparability regardless of pay policy, there will be no alternative but to accept a different pay bargaining procedure either based on fixed formula — above pay policy — or by union negotiators.

The machinery currently employed in the Navy to determine the views of serving personnel concerning changes in conditions of service is, in my opinion, at best inadequate.

There are three choices for the decision-makers: To strive to retain the status quo; to take the opportunity of adopting a system of industrial democracy with its terms of reference limited to pay and conditions; to allow full trade union recognition.

If the second choice is not taken, the third option may be the inevitable result.

L. Cole
CCEA

H.M.S. Collingwood.

Might I suggest that the ten per cent. "X" factor be calculated at a realistic value since there are insufficient allowances which could be substantially increased to benefit every serving member.

Another suggestion would be to "freeze" rental, food and accommodation charges so that a high percentage of Service personnel, including women, would benefit much more from the pay rise.

I am, by the way, a married man living in a mortgaged house, so I am not waving a flag in favour of a married quarter tenant, or a single man paying his living-in charges. I am, nevertheless, a Serviceman feeling the pinch.

W. A. G. Richardson
COEMN

H.M.S. Norfolk.

OLD-TIMER TICKS OFF THE 'WAILING WIVES'

As an old matelot now over 70, and who joined in 1925, I get fed up reading about the supposed hardships some of the naval wives write about.

My wife brought up a family and also went out to work. We started married life in one room but did not grouse about it and I used to do dhobying for a few extra shillings.

Our commission was for two - and - half years at a time and there were no assisted passages for holidays. You didn't hear about so many divorces as there are now either.

I don't begrudge Service wives anything — but I only wish they would give up wailing about their hardships.

L. Toms

Torquay.

Portishead invitation

On behalf of Burnham Radio Recreation and Welfare Club at Portishead I would like to issue an open invitation to anyone with past, present or, maybe, future connections with the station.

Opened in November last year was a large building fitted with a canteen run by the Post Office Catering Department and also for us a large lounge and bar, with a skittle alley adjoining. Anyone wishing to visit us is welcome, but please contact a member of the BRRWC or Bar Committee beforehand so that arrangements can be made.

The bar has given pride of place to the plaques we have so far received from some of your ships. In fact we plan to decorate the walls of the skittle alley with ship photographs, plaques, cap ribbons and Merchant Navy ship photographs. Anything you

could send us on these lines would be most welcome.

Thanks for all the contacts in the past. Looking forward to hearing from you soon — not necessarily on the air.

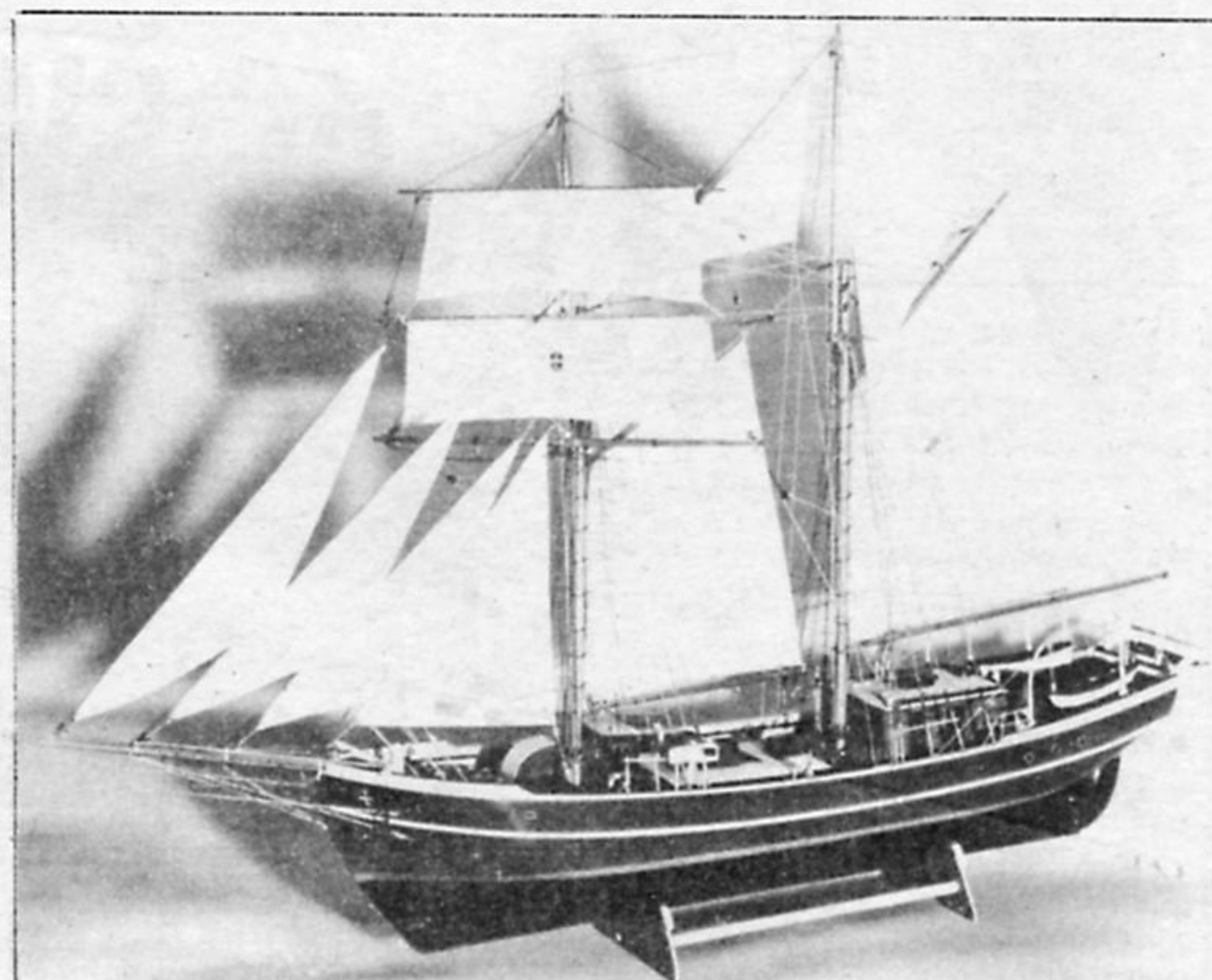
T. Michael King
Bar Committee
Burnham Radio Recreation and Welfare Club,
c/o P.O. Radio Station,
Highbridge,
Somerset.

Well done, Jack!

From Gloucester may I express thanks to the Royal Navy for the wonderful way they carried out the difficult job of firefighting during the recent strike.

As usual, Jack has done a 100 per cent. job, and Gloucestershire is proud of him.

F. C. Webb
Ex-Combined Ops.
Gloucester.



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TAKE COVER!

In this wicked world there's always someone ready to relieve you of your hard-won and quickly-vanishing brass. The sphere of insurance and assurance provides no exception and, just as when venturing into house purchase or the second-hand car market, it is a case of what the legal eagles delight in calling "caveat emptor" (Let the buyer beware!).

This is not to suggest for one moment that all insurance companies are vultures; far from it, as there are scores of highly reputable and long-established organizations offering excellent service. Even so, care is needed to ensure that the particular policy you choose is one best suited to your individual needs and pocket.

Sometimes it is suggested that Navy News should attempt to provide a guide through some of the hazards. Although this is not possible in any depth, here — in very general terms — is some guidance based on independent advice and which should help by pointing you in the right direction.

You insure or assure your life to give financial protection to your dependants, but life assurance can help in other ways. It is not just a question of providing a lump sum on death — it is also a way of saving and can be profitable.

Individual circumstances vary so widely that everyone should have a policy to match his requirements. So, when choosing a life policy, age, financial position, future hopes, and responsibility must all be considered.

There are two basic types of life policy, whole of life or endowment. With a whole of life policy, the sum assured becomes payable on death only. With an endowment policy, it is payable at the end of a fixed term of years, or on death, whichever occurs first.

A BASIC GUIDE TO LIFE INSURANCE

Endowment policies can be with or without profits. A with-profits policy is entitled to share in the profits of the assurance company. Bonuses are added to the sum assured each year, so increasing the value of the assurance. A without-profits policy simply guarantees that the sum assured alone will be payable — and nothing else.

Regular premiums are paid to the assurance company, either monthly or yearly, throughout the life of the policy.

The with-profits policy is the more expensive, but the extra outlay is worthwhile for the benefit of the bonus additions, which should greatly exceed the extra premiums paid.

Insurance and assurance premiums allow tax relief at half the basic rate of tax, provided they run for ten years or more. Some of the uses of life assurance are as follows:

Savings: You can save for ten years or more. With the inclusion of profits you can expect to double your initial assurance cover in 16 years, treble it in 24, and quadruple it in 31. Monthly premiums stay the same throughout.

Protection: When considering the protection of your family should you die prematurely, it is worth studying the cover offered by the N-Trust scheme. This type of protection need not be expensive, but there is no cash refund at the end.

House Purchase: The amount of the mortgage can be covered, thereby protecting your house and family.

Endowment Mortgage: This is a way of paying for your mortgage. You pay assurance premiums and interest on the mortgage loan and get tax relief on both. When the endowment matures, or at earlier death, the mortgage is paid. If the endowment is with profits, the tax-free cash return can repay the mortgage and also provide an additional lump sum.

Buying insurance or assurance is much like buying anything else. You should know what you need, the quality of the product, the fair cost and the return you can expect for your money.

Once you have decided your needs, a good idea is to seek expert and impartial advice. If you go to an insurance broker, it is his job to search the whole market to find the best company, costs, and results to suit your circumstances. He does not charge you for his services.

Remember there are many people falling over themselves to get your business. So think about what you need, what you can — or must — afford, and bear in mind that it is important that you obtain well considered advice from a reliable source.

A booklet "Advice on Life Assurance to R.N. and R.M. Personnel" (Form S1046) may be of help. Alternatively, your bank will supply you with information.

They're the same, but different...



The Type 21 frigate H.M.S. Ambuscade is strong, and sleek, and functional. So is the new "Ambuscade" which was the centre of attraction on board the frigate at Devonport on January 5. But apart from these attributes — and their name — the two vessels have little else in common, because the "new arrival" is a canoe.

The prototype of this new class of lightweight, extra-strong canoe was presented by the directors of Arrowcraft Marine Ltd. to CPO John Anderson, who leads a thriving club of R.N. canoeists who will put the craft through its paces during the ship's deployment to America later this year.

Ring ding Navy

A Royal Navy Guild of Bellringers, formed at H.M.S. Collingwood on January 14, will provide more opportunities for naval enthusiasts and their families to practice this traditional art.

The following officers were elected: President, Cdr. T. Watt (H.M.S. Heron); ringmaster, LCK M. Dew (H.M.S. Warrior); secretary and treasurer, Lieut.-Cdr. D. Linington (H.M.S. Intrepid).

The guild is open to all members of the Royal Navy, Royal Marines, Women's Royal Naval Service and the naval nursing service. Serving and retired members of the Royal Naval Reserve and related services are eligible to become associate members. For details write to: Lieut.-Cdr. D. Linington, H.M.S. Intrepid, BFPO Ships, London.

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CARRY YOUR CREST

Trio for Yorks. coast survey

H.M. survey ships Egeria, Echo and Enterprise will resume in June the task started last year of updating marine charts covering 340 miles of sea between Spurn Head and Whitby.

The survey, necessary because of the increase in deep draught ships and off-shore oil and gas exploitation, will give special attention to the 350 or so wrecks listed in the survey area.

PANORAMIC

Side scan sonar, which gives a panoramic view of the entire sea bed, will be used by the ships to enable the position of these wrecks to be plotted.

The survey was delayed because of bad weather and is expected to continue into 1979.

Warrior to soldier on

The Navy's first ironclad warship, H.M.S. Warrior, will not be scrapped before the possibilities of preservation have been fully investigated, Navy Minister Mr. Patrick Duffy assured MPs when replying to questions in the Commons about the future of the ship's hull.

The ship's hull has been used as a floating oil-fuelling jetty in Pembroke Dock since 1929.

Cock keeper

Before she entered Chatham for a long refit, H.M.S. Bideston held a ceremony on board to hand over her most treasured trophy, the first MCM squadron cock to the safe keeping of the commanding officer of H.M.S. Maxton.

The Maxton, due out of refit at the end of this month, will keep the trophy until the next squadron sports competition.

Swordsman found

Lincolnshire Police have now traced in Peterborough the owner of the naval sword which was pictured on the back page of our December issue. The response to the appeal in Navy News was described as tremendous. In fact, no fewer than 36 "likely owners" contacted the police!

BUSY YEAR FOR FOCAS TEAM

Flag Officer Carriers and Amphibious Ships, Rear-Admiral W. D. M. Staveley, and his air engineering staff completed 240 formal inspections, trials and visits during 1977.

The many tasks of the group include operational readiness inspections of the air squadrons and departments of H.M. ships Ark Royal and Hermes, air inspections, and harbour-sea acceptance trials (air) on all ships capable of carrying aircraft, including R.F.A.s.

Although the officers and FCPOs operate from Fort Southwick, Fareham, they travel extensively, while most of the CPOs are resident in naval bases, including Gibraltar, where they give valuable help and advice on all aspects of aviation facilities to refitting ships.

Kirkliston in rescue bid

H.M.S. Kirkliston had her own problems when she went to the assistance of a 400-ton Greek coaster in trouble in the North Sea. With a Force 8 gale blowing and a high sea state, the ship's Gemini was launched, but was caught by the wind at the crest of a wave and overturned.

One man remounted the upturned Gemini, but it blew away too fast for the three others to join him. With considerable difficulty the Kirkliston manoeuvred to recover the men, one of whom spent 20 minutes in the water.

A small fire in a lighting control in the wheelhouse added to the Kirkliston's problems and a generator failure temporarily knocked out navigational services.

While these difficulties were being overcome, the Kirkliston acted as lifeguard and communication relay ship for the coaster, which was making her way slowly towards the Hook of Holland.

The distress message was cancelled with the arrival of two Dutch lifeboats and a Dutch tug, and the Kirkliston continued with her passage to rejoin the Standing Naval Force Channel.

Plymouth's the target as we spy on them

Soviet pilots from the Kiev used H.M.S. Plymouth as a target for repeated high speed dummy bombing and rocket firing runs while the Royal Navy frigate was shadowing Russia's first aircraft carrier through the Mediterranean.

The mock attacks were carried out by Forger vertical take-off aircraft, which were observed with great interest from the Plymouth.

During the surveillance of the Kiev group — also present were two Kara-class guided missile cruisers and a Boris Chilikien tanker — the Plymouth's helicopter was used for photographic missions.

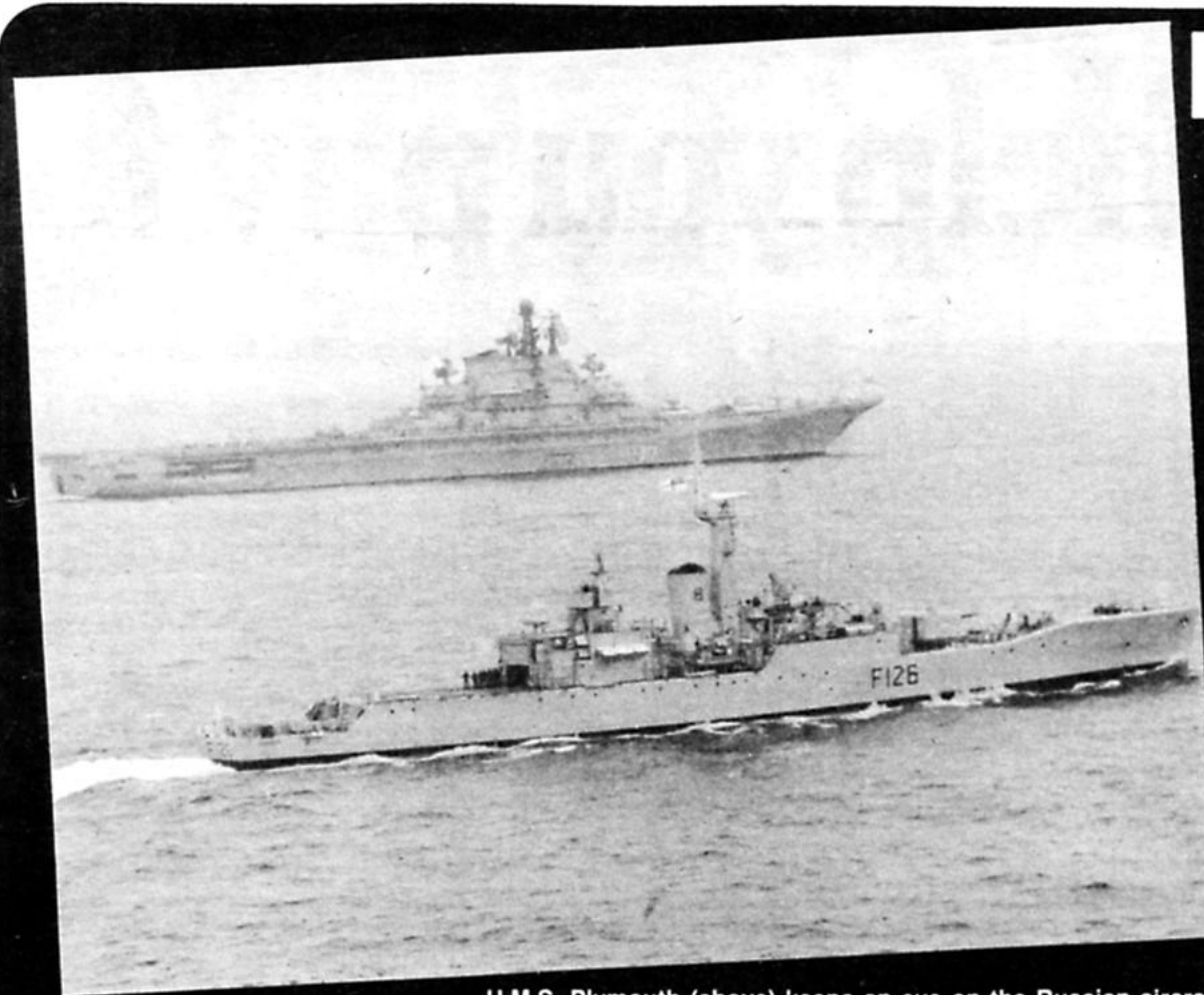
LARGEST WARSHIP

The Kiev, at 54,000 tons the largest warship Russia has ever built, left Murmansk around Christmas. She was first spotted by Norwegian patrols, then picked up by an RAF Nimrod 100 miles north of the Hebrides.

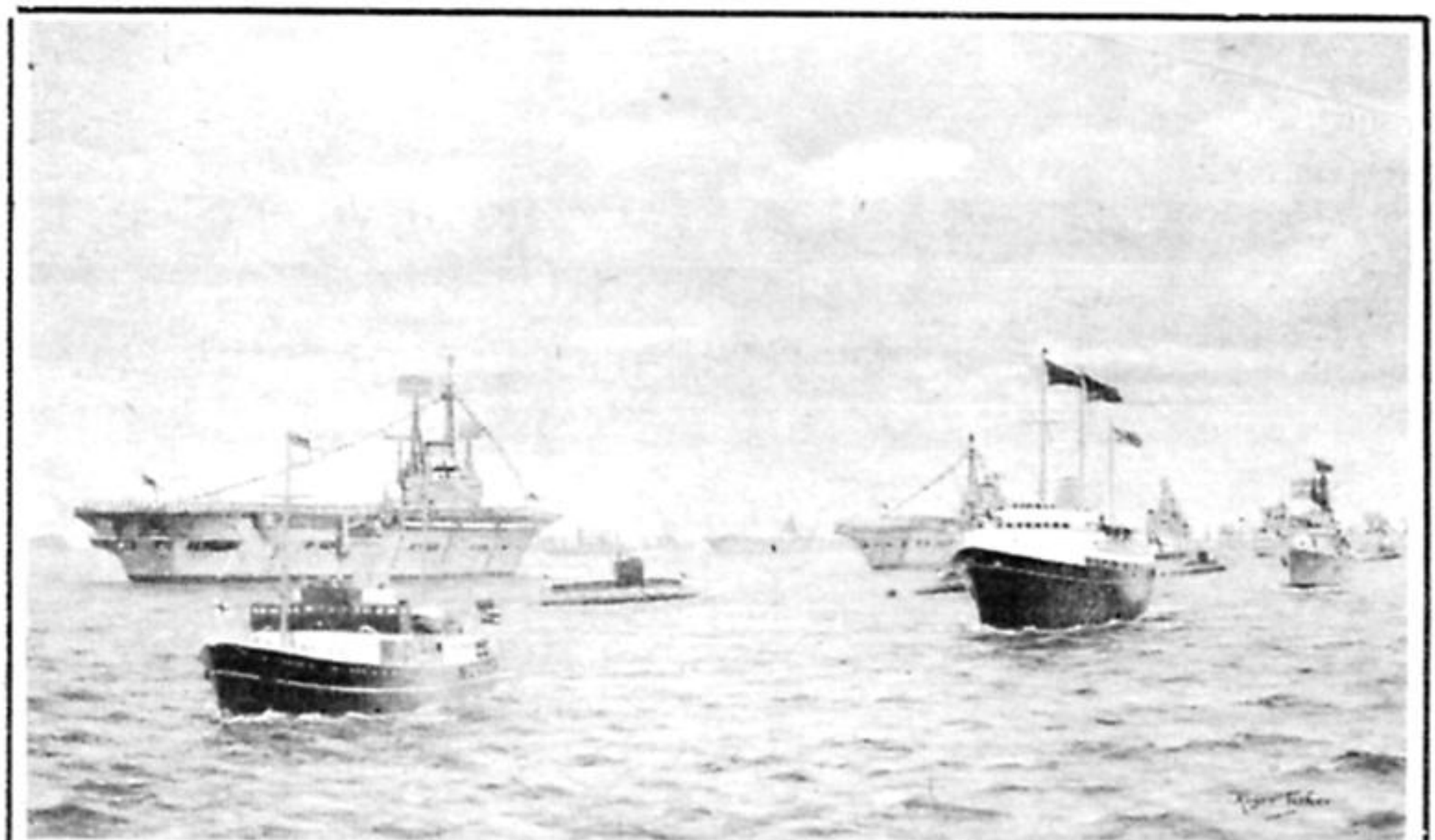
H.M.S. Leander and H.M.S. Salisbury both took turns to shadow the Russian ships as they passed west of Ireland on their way to the Mediterranean. Likely destination of the Kiev was the Black Sea shipyard where she was built, and where her two sister ships, the Kherson and the Minsk, are under construction.

... spying on us ...

"I spy, you spy, we spy ..." might have been the name of the game when H.M.S. Wakeful (foreground) was detached from fishery protection duties to keep tabs on the Soviet Okean-class vessel Reduktor in the Portland naval exercise area. Reduktor might look harmless enough, but she is in fact a highly sophisticated intelligence-gathering vessel.



H.M.S. Plymouth (above) keeps an eye on the Russian aircraft carrier Kiev while (below) H.M.S. Wakeful checks on the Russian spy-ship Reduktor.



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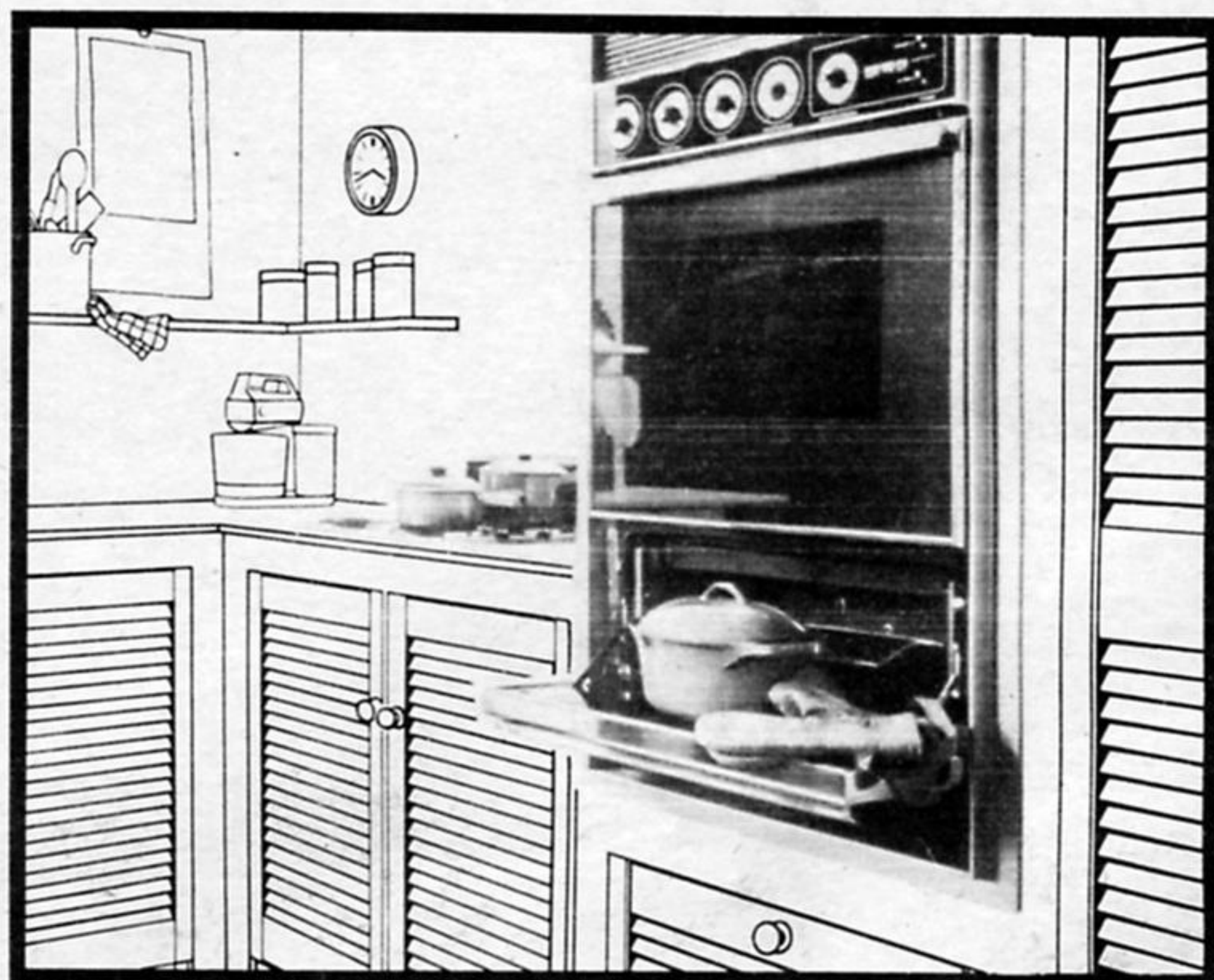
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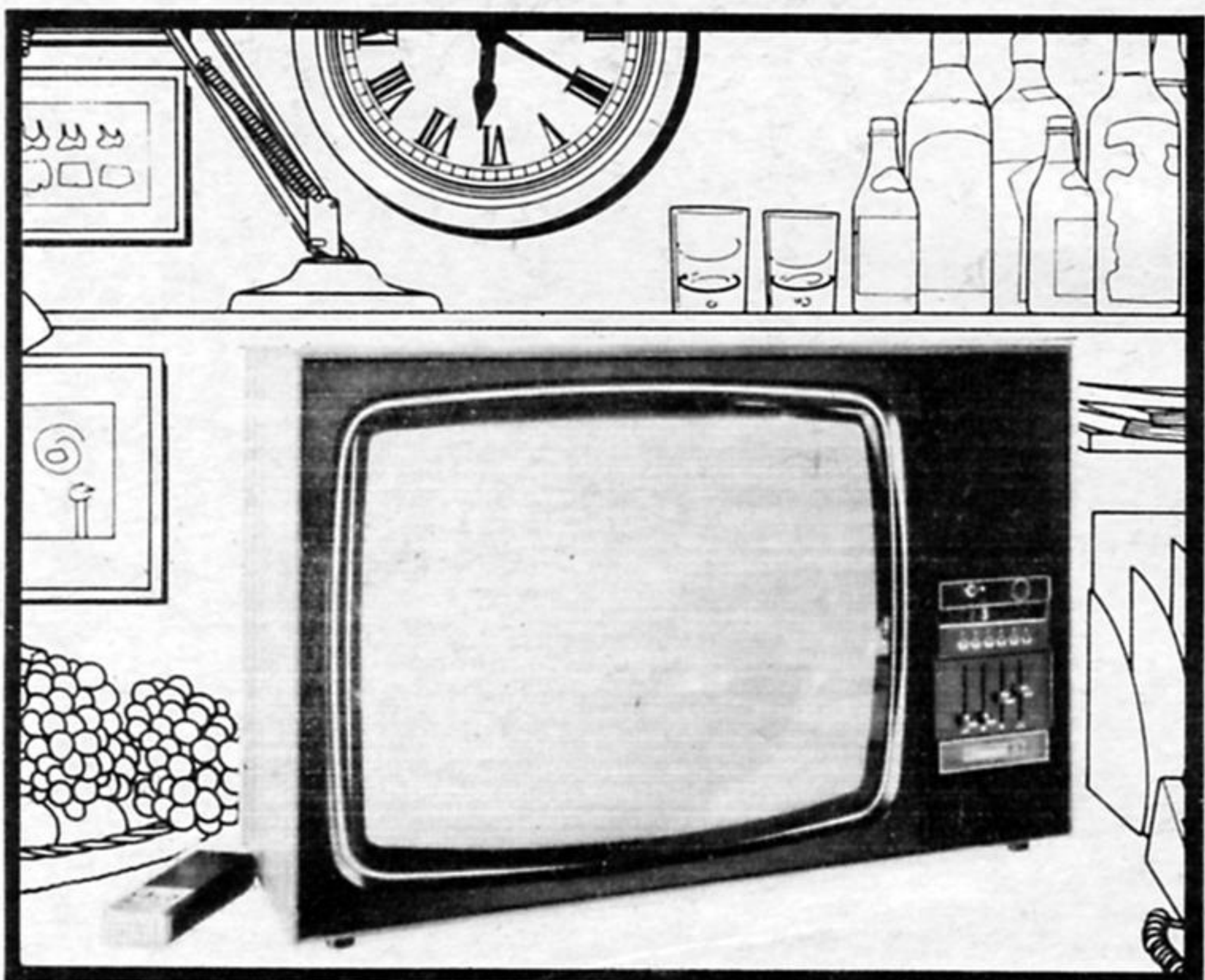
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Cold comfort in Clockwork Cell

Changing a helicopter engine is never a simple task — but in deep snow, at temperatures as low as minus 30 Centigrade, it calls for more than just a pair of gloves and a set of woolly undies.

Yet this kind of work is fairly routine in these conditions for the men of the Clockwork Cell.

The name sounds dramatic, but it's the one by which the Royal Navy Detachment at Barfuss, Northern Norway, is commonly known.

Each year the Navy deploys the detachment of about 30 officers and men to the Royal Norwegian Air Force Base to train air and ground crews to work and survive in the severe winter conditions.

Those conditions are such that special techniques are required for almost every task. The aircraft are so cold that the metal has to be heated before men can work on them; because of the need to rest and warm up, any maintenance function takes twice as long; it is dark for most of the time; and aircrew discover the difficulties and hazards of navigation, airframe icing, violent changes of wind speed and direction, and white-outs.

All this, plus having to live under canvas in the field.

At the end of three months, most of the Cell return home, leaving a nucleus to act as base support for the squadrons deployed in support of the NATO Arctic winter exercises.

The Clockwork Cell, part of 707 Squadron based at R.N. air station Yeovilton, is currently commanded by Lieut.-Cdr. D. E. P. Baston, who heads a compact team of Arctic warfare experts equipped with four specially winterized Wessex 5 helicopters and other special vehicles and equipment.



Helos in the snow

Above: In deep snow and with the temperature always well below freezing and sometimes as low as minus 30 Centigrade, before-flight inspection — like that being carried out here at a forward operating base — is always an exacting task.

Left: Two Wessex 5 helicopters overfly Arctic mountains during Exercise Clockwork, the culmination of the Fleet Air Arm's detachment to Northern Norway.



SUPER-COOKS STRIKE GOLD

Although fewer men and women than usual competed, more awards were won at the Salon Culinaire International in London — premiere event of its kind in Britain — by cooks from the Royal Navy and Women's Royal Naval Service.

Salon gold medal winners all! JACK John Waite, POCK James Johnson, and FCPOCK Kenneth Fraser.

When the judges at the Salon at Hotelympia 1978 announced the results, three gold medals and challenge trophies, five silver medals, five bronze medals and five certificates of merit went to the Senior Service.

The "golds" went to FCPOCK Kenneth Fraser for his "cold fish" dish and POCK James Johnson for a hot sweet. Both are instructors at the R.N. Cookery and Catering School at Chatham.

The third — awarded in the "inter-Service cold luncheon" class of the junior section — was received by 17-year-old JACK John Waite, who joined the Service only five months ago and is still under training.

Another youngster to gain recognition was 17-year-old JACK Peter Jones, who is also doing his basic training at Chatham. Against 60 rivals from the other Services and civilian catering establishments all over the country, he gained a certificate of merit in the "butchery" class.

Particularly fierce competition was faced too by POCK Michael Mercer's decorated salmon. Competing against entries by chefs from hotels such as the London

Hilton and Dorchester, it won him a bronze medal. PO Mercer's "prepared mix" was worthy of a silver.

R.N., R.M. and WRNS cooks taking part in the Salon totalled 100, a lower number of entries than in previous years because of the Service's involvement in fire-fighting duties. Some of the men who would have taken part were as a result on leave, while others who were there returned from leave to compete.

The 2,000 men and women seeking honours at the Salon, first held 90 years ago, came not only from Britain but also from hotels and catering establishments in other parts of Europe and further afield.

RESULTS

Full Royal Navy results: Challenge trophies and gold medals — FCPO K. Fraser (Pembroke), POCK J. Johnson (Pembroke), JACK J. Waite (Pembroke).

Silver medals — CWren Ck E. Prior (Pembroke) — two medals, CPOCK B. Norris (Collingwood), POCK M. Mercer (Pembroke), PO Stwd D. Harrison (Pembroke).

Bronze medals — CPOCK R. Naylor (Drake), POCK M. Mercer (Pembroke), Lieut. M. Doyle (Pembroke), CPOCK B. Norris (Collingwood), LWren Ck M. Pendleton (Nelson).

Certificates of Merit — POCK T. Spicer (Pembroke), Wren Ck E. Ezekiel (Cochrane), JACK P. Jones (Pembroke), ACK N. Ilt (Pembroke), ACK K. Brasenell (Dryad).

THE DOLPHIN RESTAURANT!

Sailors at H.M.S. Dolphin, the Gosport submarine base, can count themselves among the best-fed men in the Royal Navy.

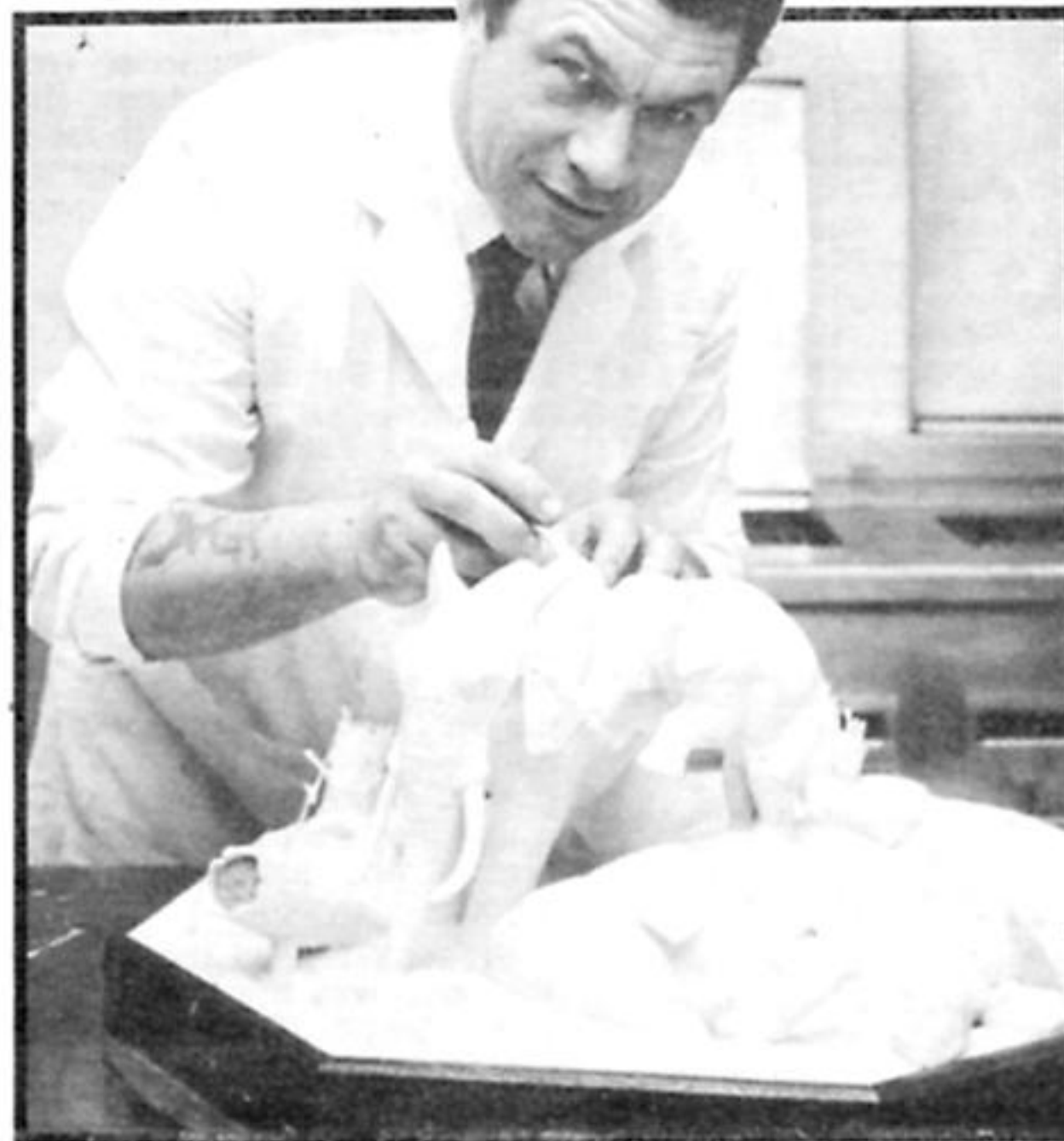
Chefs in the main galley at Dolphin were presented with the Naval Home Command Cookery Competition trophy on February 13 by Mr. J. T. A. Gregson, national chairman of the Cookery and Food Association.

Naval establishments from all parts of the United Kingdom took part in the competition, in which judges made spot checks on galleys over a two-week period to test the quality of food, variety of menu and standards of hygiene.

The winners had to prepare menus for the judges' final assessment. Dolphin's winning menu was: Cream of chicken soup; beef olives; navarin of lamb with turned vegetables; au-lard and saute potatoes; Brussels sprouts; apple turnovers; golden pudding with syrup sauce; bread rolls; Chelsea buns; fruit scones.

The 40 chefs at Dolphin provide three cooked meals a day for an average of 800 sailors at the submarine base.

Full competition results: General Mess. — 1. H.M.S. Dolphin; 2. H.M.S. Sultan. Wardroom. — 1. H.M.S. Raleigh; 2. H.M.S. Vernon. Cookery and Food Association plaques for highest percentage of marks — 1. H.M.S. Dolphin general mess; 2. H. M. S. Sultan general mess; 3. H.M.S. Raleigh wardroom.



Jumbo sculpture

No White Elephant, this ... CPOCK Rodney Naylor's chocolate sculpture work caught the eye of the judges to win him a bronze medal.

Pictures: LWren Phot Lynn Williams

A PAGE FOR FAMILIES

M.P.s get facts on M.Q.s

The position on the security of tenure of married quarters afforded to wives and families in the event of the death of Servicemen or the break-up of marriages was outlined in answer to Commons questions.

It was explained that the family of a deceased Serviceman might continue to occupy a quarter for up to six months after his death and during that time Service welfare authorities would help the family find alternative accommodation.

After that the Ministry of Defence might take action to re-possess the quarter, but if it was not immediately required it was often possible to extend the time.

Where a marriage broke up, the family was required to vacate the quarter within reasonable period, and before legal action was started to re-possess the quarter, every effort was made to minimize the difficulties involved.

Should it prove necessary to apply to the courts for possession,

the MOD would maintain close contact with the local authorities to see what help they could provide.

Chatham sale

The Chatham programme for this month includes a bring and buy sale being organized by the R.N. Wives Association at Medway House in the naval base on Thursday, March 9, starting at 10 a.m.

Welfare man retires

A man who has helped and advised thousands of naval families while a civilian welfare officer based in H.M.S. Nelson has retired after 16 years with the Naval Welfare Service and an association with the Royal Navy going back to 1933.

Mr. George Andrews, who as a young signalman served in H.M.S. Iron Duke and whose other ships included the Vanguard and the Hood, became the Fleet personnel rating in the mid-1950s, both in the Mediterranean and Home Fleets, and later, under the then Second Sea Lord, was the first rating member of the Personnel Liaison Team.



Sea dogs

Who said it was a dog's life in R.F.A. Stromness? Here's one group who look pretty happy about life on board . . .

The dogs, on their way out to Gibraltar to join their owner, Cdr. K. F. Rogerson, who recently took up the appointment of Queen's Harbourmaster there, are Cobweb, Juno and Flute. Pictured with them are Rosalyn Dean, Carolyn Liddiard and Jane Holmes, whose husbands are serving in H.M.S. London.

After leaving the wives and dogs on the Rock, the Stromness embarked the Fleet Target Group and sailed for Exercise Springtrain, during which the London and three other guided missile destroyers, H.M. ships Devonshire, Antrim, and Kent, carried out a "high seas firing."

Picture: LA(Phot) Danny du Feu

FOR YOUR BENEFIT . . .

Fact Sheets spell out help available

the family's gross income and prescribed amount for the size of the family concerned. Receipt of FIS brings additional benefits, such as free prescriptions and dental treatment.

Glasses

Children under 16 (and older schoolchildren) get free glasses if National Health Service lenses and frames are used. Children aged 10 or over choosing a non-standard NHS frame get the lenses free only. Low income families can apply for help with the costs of NHS glasses.

Home Helps

The local Social Services Department may be able to help during a domestic crisis — for example when the husband is away or when a second baby is due — and there are no friendly neighbours or relatives nearby. There is a charge for any help provided, according to means.

Hospital fares

Those on low incomes (for example receiving FIS) can claim refunds if hospital patients. Close relatives visiting a hospital may also be eligible for financial help in exceptional circumstances.

Prescription charges

Prescriptions are free for children under 16; men 65 or over; women 60 or over; expectant mothers; mothers who have a child under one; and people with low incomes (for example on FIS). The last three categories have to claim exemption.

Prescription discounts

If you have to pay for a regular supply of items by prescription, you should consider getting a "prepayment certificate" to cut

your costs. This costs £2 for six months or £3.50 for 12 months and is worthwhile for those needing ten or more prescriptions in six months, or 17 in 12 months.

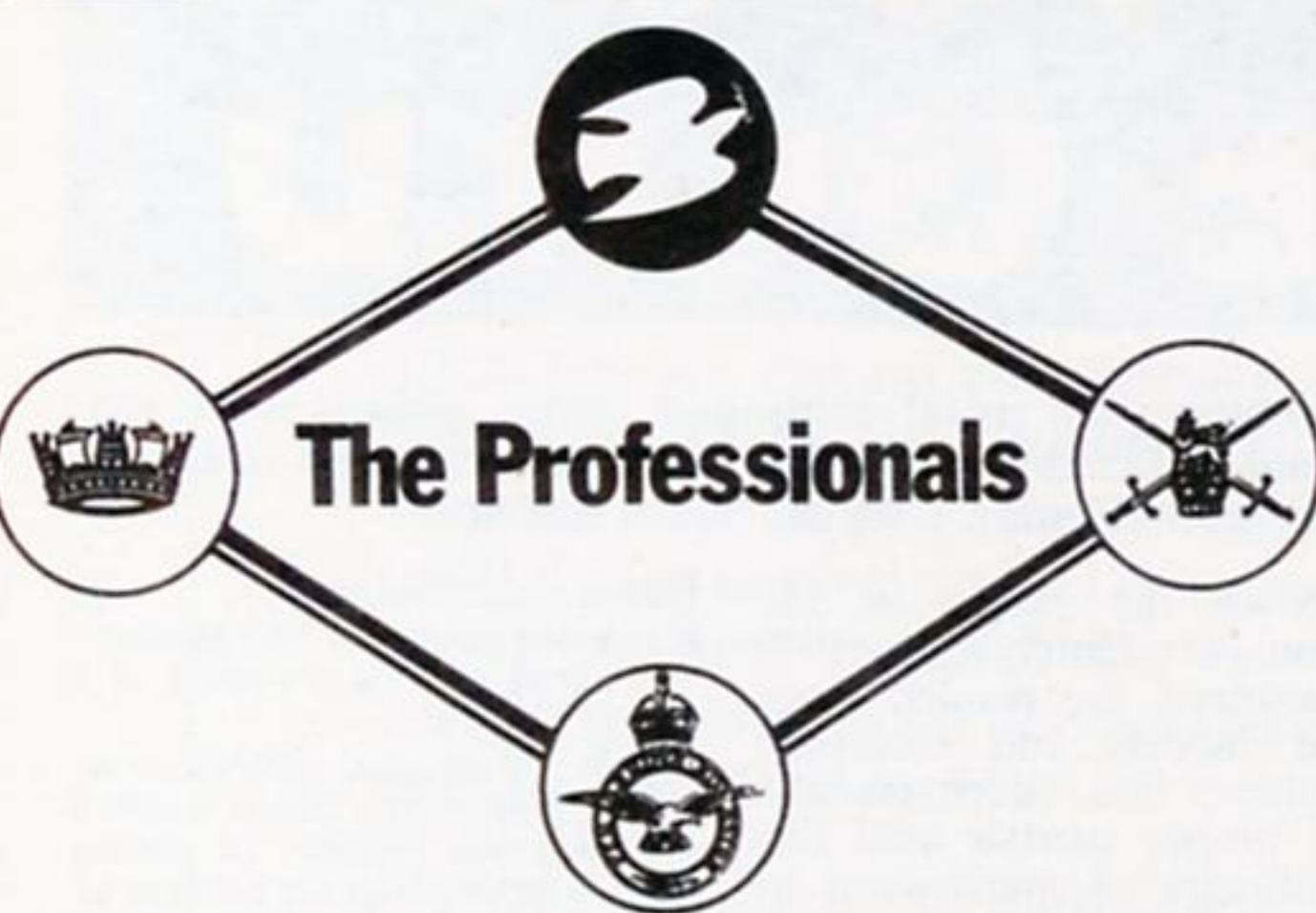
Rate and rent rebates

There is a special scheme covering occupants of married quarters and hirings based on the national scheme which applies to owner-occupiers or tenants of council houses or privately-owned property. Junior ratings, and possibly some senior rates with large families and junior officers (sub-lieutenants), may be eligible for rebate.

Supplementary benefit

Designed for those over 16, single or married, usually not fully employed and whose income cannot pay the regular bills. This could be of interest to families with children who have left school and have no full-time job.

A number of other benefits and services are outlined in this general Fact Sheet which is being made available through SAFABs, as are other Fact Sheets which deal with some items in greater detail.



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Child benefit

Non-taxable and paid to those responsible for children (normally the wife) under 16 and older children while they remain at school if under 19. Weekly rates paid are: First child £1 and £1.50 for each other child. From April this year the weekly rate will be £2.30 for all children.

Dental treatment

The following get free dental treatment — children under 16; children over 16 and at school; children over 16 and under 21 who have left school (but not for dentures); expectant mothers and women who have had a child in the past 12 months; others with low incomes (for example receiving Family Income Supplement).

Family Income Supplement

Paid to low-income families supporting at least one child. Current earnings limit (January 1978) is £43.80 for one child and £4 extra for each additional child. An able rate being paid the C "Uncommitted" basic rate of pay, with two children and in a C Type married quarter, would probably be eligible for FIS. The wife's earnings and other sources of income (but not Child Benefit or children's income) are included in the gross income.

FIS is non-taxable and is paid at a half the difference between

OLD FRIEND SOUGHT

A plea from Fareham from a reader trying to contact someone she last saw a long time ago: "I lost touch about 18 years ago with a good friend, Mrs. Rhona Hunt, wife of Geoff Hunt," writes Ena Livingstone, of 27, Longmynd Drive, Fareham.

"We worked together in Edinburgh, married Tiffies from Caledonia and later lost contact. I would love to hear from her."

It's a pushover!

For 86 miles from Torpoint to Lands End, a piano has been pushed and pulled — and all in a good cause.

On February 10 members of the Trevorder Royal Naval Residents Association at Torpoint, Cornwall, began the sponsored piano push to raise money for a lift to help patients in the Freedom Fields Hospital Renal Unit.

The piano was pushed non-stop to Lands End via Liskeard, Bodmin, Hayle and Penzance, arriving early on Saturday, February 11, well ahead of schedule.

Mrs. Forbes, wife of the Flag Officer Plymouth (Vice-Admiral John Forbes) lowered the flag at the Community Centre, Trevorder, for naval wives to start the marathon. Their contribution was to take it to the Figgard/Raleigh main gates, where they were relieved by the first of the five men's relay teams.

Present, too, at the start of the push was the Commodore John Carilli (Commodore of H.M.S. Drake) and Mrs. Carilli.

In the picture the enthusiastic ladies are seen on the first leg of the marathon.



GROUP SIX

H.M.S. Tiger led the five frigates of the Group Six deployment into Manila on February 17 for a five-day visit to the Philippines, with the R.F.A.s at Subic Bay.

Later the Group was due to carry out exercises with the Philippine, Thai and American navies. The main body of the deployment had met off

Sydney for a few days' weapon training to clear the Christmas cobwebs and to enable Flag Officer Second Flotilla (Rear-Admiral Martin Wemyss) to inspect H.M.S. Tiger.

Then in a final farewell to Australia, the Tiger visited Brisbane with R.F.A. Regent, H.M.S. Rhyl went to Townsville with R.F.A. Tidepool, H.M.S. Mohawk called at Mackay and H.M.S. Zulu visited Cairns with R.F.A. Tarbatness.

The group re-formed and headed north through the Coral Sea, following the route of the Allied forces during the Second World War, and homed in on the Philippines to be rejoined by the northern detachment comprising H.M. ships Cleopatra and Amazon and R.F.A. Grey Rover, which had visited Japan.

Group Six returns to the U.K. in April via the Maldives, India, Sri Lanka, and Malta.



KANGAROO

Rhyl's Aussie visitors

KOALAS

When H.M.S. Rhyl visited Albany, Western Australia, she welcomed aboard a "roo" in the shape of baby Nieta, accompanied by owner Karen Genders.

Karen was with the Australian prawn trawler fleet before joining a sheep shearing farm, where baby Nieta was acquired.

During their visits to Rhyl, Nieta took a distinct liking to pussers' tea and became a popular temporary member of the ship's company although, it is sadly reported, kangaroos are not endowed with the best table manners.

The Rhyl also visited Adelaide and Melbourne, where it was noted that her "charity bottle" was filling up nicely with good crisp folding money. It has been used as a swear-bottle and for collecting money for other

"offences." Many visitors, unable to buy a round of drinks, have insisted on adding to the total, which is to help the children at Rhyl with whom the ship is linked.

Another memory of the deployment for some members of the ship's company will be the "swaps" they did with the cruiser U.S.S. Worden. Nearly 30 men from the American ship transferred to the Rhyl, H.M.S. Zulu and the Australian guided missile destroyer H.M.A.S. Perth, and a similar number of their allied counterparts "cross-decked" to the U.S. ship.

Specialisations and experience levels were matched as closely as possible.

Swim nets £900

Shortly before H.M.S. Tiger left Sydney, OS Scouse Murray swam 4,000 metres in a sponsored swim in aid of the ship's charity fund. The swim, which took 2 hours 3 minutes, was set to raise £900 in sponsorships.

KIMONOS!

An enthusiastic welcome awaited H.M. Ships Cleopatra and Amazon and the R.F.A. Grey Rover, ships of the Royal Navy's Group Six deployment, when they visited Tokyo en route from Hong Kong. They were the first major British warships to visit Japan's capital for ten years.

Before leaving Hong Kong, the Cleopatra had the distinction of being awarded the "Far East Fleet" Victor Ludorum trophy, which was last won by the Cleopatra during her first commission.

As the ships entered Tokyo Harbour on their arrival in the land of the kimono they were greeted by a spectacular water display by the port's fireboats. Once alongside, flowers were presented to the commanding officers by girl students to a musical accompaniment by the Japanese Maritime Self Defence Force band.

The 9th Japanese Escort Division, hosts of the visiting ships, ensured their visitors had an enjoyable stay in the city. There were receptions and sightseeing trips to some of Tokyo's magnificent buildings, including the Imperial Palace.

RUGBY

For Japanese marine engineering experts, H.M.S. Amazon proved to be the big attraction. They were particularly interested in inspecting her Rolls Royce gas turbine engines, of the type soon to be installed in Japanese warships.

Enthusiasm for rugby in Japan resulted in two excellent games with a combined Cleopatra-Amazon team beating Shimofusa naval air base and a team from the Cleopatra beating a civilian Tokyo club.

For POSTD Bill Thompson, an MG car enthusiast, Tokyo offered the opportunity to share his hobby with the Tokyo MG car club who visited the

Cleopatra in shining MGA's, MGB's and MG Magnettes, the ladies in the party adding their own touch of glamour in colourful kimonos.

The successful five-day visit ended on January 16, when the ships sailed for Yokosuku. At the U.S. naval Base there, the Cleopatra's 5 Port Mess (total men available 30) scored a 4-0 soccer victory over U.S.S. Midway (total men 4,500).



Above: LA Chris Cundick, NA Mick Grundy and LCK Malcolm Godfrey were befriended by these three cuddly koalas at the Lone Pine Koala Sanctuary during H.M.S. Tiger's visit to Brisbane. Picture: LA J. R. Battersby-Hill.

Below: The looks of concentration might suggest a game of chess, but these two boys, members of a party of orphans visiting H.M.S. Cleopatra in Tokyo, are in fact playing "tennis" — on a radar table. A/SEA Christie and REM Davies give a bit of coaching advice in the electronic game, specially set up in the frigate's Ops. Room. Picture: PO M. McKnight.



THE ROYAL NAVY LETS YOU LEARN TO FLY

To foster interest in Naval Aviation the Royal Navy offers 85 places annually at selected civilian flying clubs which provide a course of flying training on light aircraft. The places are allocated under the following schemes:

ROYAL NAVY FLYING SCHOLARSHIP

There are 60 Flying Scholarships available for members of the C.C.F. (R.N. and Army Sections only), the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges or schools.

ROYAL NAVY SPECIAL FLYING AWARD

There are 25 Special Flying Awards available. Applicants must be at school, college or university and be between 16 and 23 years old.

Recipients of awards are under no obligation to join the Royal Navy. Candidates are selected and the awards made by the Director of Naval Recruiting.

Full details and application forms are available from:

R.N.F.S. Liaison Officer
Department of Naval Recruiting
Old Admiralty Building
Spring Gardens
London SW1A 2BE

Spectacular improvement

In the modern technical Navy, a high-domed brain box must be regarded as a distinct advantage, but it may not be generally realized that a sloping forehead, as well as protruding eyebrow ridges, can be the cause of specific discomfort.

The warning comes in an official announcement which says that all Service personnel who have a respirator NBC S 6 on charge are to get "spectacles mark 5" — provided that a medical officer regards the issue as necessary for the carrying out of essential duties.

Full instructions are given for fitting the mark 5 spectacles to the rubber mounting block of the respirator facepiece, with additional words of advice for those with sloping foreheads, or bushy eyebrows.

Anyone who goes through the respirator-specs ritual, only to find that he "cannot make head or tail of this," will have inadvertently hit upon the solution.

The trick, it seems, is to get an adhesive-backed rubber sponge pad (foot) (unused), in order to cover the rubber mounting block of the respirator.

Then the wearer can rejoice in being bright bushy-eyed and bushy-tailed, ready for any duty with the Queen's Navee.

DCI (RN) 25



"There! That fits all right now, doesn't it?"

GETTING A FAIR RETURN

When the Queen's money has been spent on higher training courses, the Service expects to get a satisfactory return on the outlay. The general instructions are as follows —

a. All pre-joining training, initial submarine training, R.M. commando courses, and other courses of less than eight

weeks duration, no minimum return of service;

b. All advancement / promotion courses, 18 months;

c. Other courses of eight weeks to six months duration, 18 months;

d. Other courses of over six months duration, three years. Exceptionally, the nuclear propulsion long course and the hull adqual course, and the PO catering assistants' course, are to be treated as requiring a return of service of 18 months.

The minimum return of service period may include 18 months' notice. For example, in the case of courses requiring an 18-month return of service at the end of the course, ratings with the right to give notice may do so and ratings on a career engagement may apply to transfer to a notice engagement and thus be able to give notice.

Special return-of-service rules apply to ratings transferring to mechanician, radio operator (special), or medical technician.

WRNS ratings are exempted from the advancement / promotion course rule, but otherwise the regulations apply to them also.

DCI (RN) 53

☆ Land-book

A Defence Lands handbook is to be issued during 1978 as a Joint Service publication and will incorporate information contained in a number of DCIs.

DCI (RN) J 37

☆ Sonar transfers

A number of sonar maintenance billets for artificers / mechanics and PO electricians in both surface ships and submarines are being transferred for the Control Electrical category. The sonar 170 / MCS Mk 10 maintenance billets will remain the responsibility of the Control Electrical category.

In addition to the seagoing billets, a number of shore billets are also being transferred — those primarily concerned with sonar maintenance and training in Fleet Maintenance Units, Submarine Maintenance Units, and training schools.

Safeguards are being introduced to ensure that there is no loss of opportunity for advancement and promotion. Oral examination boards are to continue to study closely the history sheets of candidates and to take account of any employment under the terms of the DCI.

In future, the written part of the professional qualifying examina-

GET WISE ON DCIs



The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

It all depends on the dependant . . .

Equality of the sexes continues to be slightly unequal for Royal Navy personnel — at least so far as concerns membership of the dependants' funds for both officers and ratings.

An announcement on behalf of the funds says that when a single male subscriber marries, the trustees will assume that he wishes his wife to become his nominated dependant. If this assumption is correct, he need not submit a "change of dependant" form.

If, however, he wishes the beneficiary to be a dependant other than his wife, a "change of dependant" form must be sent in.

For the ladies, the rule is different.

"Female members of the funds must continue to submit a 'change of dependant' form if they wish to nominate their husbands as the beneficiaries."

DCI (RN) 52

☆ Billet changes

Changes have been made in the billets authorised for ratings re-employed on non-continuous service engagements.

DCI (RN) 59

☆ Offshore race

The Services Offshore Race (SOR) is the premier sailing event of its kind, "the dual incentives of competition and adventurous training proving an exciting and rewarding challenge for all concerned."

SOR 1978 will start from Gilt-kicker, near Portsmouth, on June 22 over a course finishing at Dartmouth. On the previous day there will be a Solent race on behalf of the Household Division Yacht Club for the Princess Elizabeth Cup.

A return race from Dartmouth to the Solent starts on June 24.

Each Service will be represented in the main race by a team of three yachts. Individual entries are encouraged.

DCI (RN) J 63

☆ Horse sense

Royal Navy personnel who would like to try their hand at horse riding should apply in the first instance to their local saddle club. After initial experience they will find that courses are available at equestrian schools for students of all ranks from all three Services.

DCI (RN) J 64

☆ Be studied

If tomorrow's world produces an enemy who uses chemical warfare, the Armed Forces of the U.K. would like to be prepared with suitable methods of defence.

In the continuing work to develop these defences, volunteers can go for a couple of weeks to the Chemical Defence Establishment (CDE) near Salisbury, where their stay will earn them about £25 to £45 in extra pay.

Although the idea sounds rather hazardous, "the physiological and medical studies are most carefully designed and controlled so that there is no danger to the individual. All trials are supervised by medical officers."

As an extra safeguard to the individual, he can decline to take part in a test either before it begins or while it is in progress.

Although the tests usually last 14 days, some special trials can go on for as long as six weeks. Volunteers are informed through their own Service channels.

Special trials are organized for Service women.

DCI (RN) 9.

tion for chief radio electrical artificer / mechanician will include questions on sonar equipments and techniques and control engineering as alternatives in the examination paper.

DCI (RN) 10 and J 16.

☆ Making shore!

Knowing where the shore billets are situated at home or overseas (or perhaps more important, where they are not) should be a great help to sailors making out their preference cards for reference by the drafting authorities.

The last time the list of billets was published in DCIs was in 1973, but in future they are to be published as Supplement No. 1 to BR 14 (Drafting Instructions).

Starting in mid-January 1978, two copies of the supplement will be distributed to all holders of that book — one of them to be made available for loan to any rating completing a drafting preference card.

DCI (RN) 51

☆ Merit awards

Reintroduction into the Royal Navy and Royal Air Force of the Meritorious Service Medal, and standardisation of the qualifying service for the award of the Long Service and Good Conduct Medal, are announced in a Joint Service statement.

Recipients of the MSM in the

Royal Navy, Royal Marines and Royal Air Force, including Service women, will wear the same medal ribbon as that currently used in the Army.

The qualifying period of service for award of the medal in all the Services shall be 27 years from age 17½ (or, if later, date of entry).

Detailed conditions of award of the medal will be announced later.

For the LS and GCM the periods of qualifying service are:

Medal: 15 years from age 17½ (or, if later, date of entry);

Clasp: 15 years after the award of the medal.

In the case of officers of the other Services with service in the ranks who are at present eligible for the award of the medal, the periods of qualifying service in the ranks from age 17½ have become at least 12 years for the medal and at least 22 years for the clasp. But the rule under which R.N. officers are ineligible for the medal has not been changed.

DCI (RN) J38

☆ S&S courses

An official announcement gives the standard Supply and Secretariat courses to be held during the year April 1, 1978 to March 31, 1979 (excluding Part III training).

DCI (RN) 68

☆ Muscat Medal

Permission has been granted for the acceptance and wearing of the Muscat Victory Medal (instituted by the Sultan of Muscat) by R.N. and R.M. personnel seconded to the Sultan's forces.

DCI (RN) 43



Clearing up confusion

Question: When is a fuse not a fuse?

Answer: When it blows up! The information is imparted in an official announcement stating that NATO will use the spelling "fuze" for a device designed to initiate an explosive.

The spelling "fuze" will be applied to a wire or strip of fusible metal inserted in an electric circuit to prevent current overload.

DCI (RN) J 61

"I never could spell well!"



SAVE AS YOU EARN

Your return is linked to the cost of living

Issued by the Department for National Savings.

More D.C.I.s

SEAMANSHIP IS
ALIVE AND WELL

In the Royal Navy of today, anyone raising the cry, "What about seamanship?" sometimes gains the impression of being a lone voice in a great open space of nuclear science and electronics.

No one denies that anyone in the dark blue uniform, whether skilled in the arts of everything from frying chips to sending off inter-continental missiles, can suddenly be called upon to be a seaman.

So there are many in the Service who will welcome the official assurance that "The Admiralty Board attach great importance to the overall efficiency of the Fleet in seamanship."

The announcement goes on to spell out the committees involved in looking after seamanship and there is a lot of high-power stuff, with involvement of top brass up

to the Vice Chief of the Naval Staff as the Board member responsible for seamanship matters.

The Assistant Chief of Naval Staff (Operations) is the final authority in all matters not requiring Board approval.

A main Seamanship Policy Panel, under the chairmanship of the Director of Naval Warfare, has as members the Directors of Naval Equipment, and Naval Manning and Training (Seaman). The secretary is an officer in the Directorate of Naval Warfare responsible for the Naval Staff aspects of seamanship affairs. Other members may be co-opted as required.

The Director of Naval Equipment is chairman of four subordinate committees, dealing with replenishment at sea, seamanship material and techniques, ships' boats, and lifesaving.

For the Boat committee, the terms "ships' boats" means "any boat or craft normally carried by H.M. ships including davit-slung landing craft, survey craft, and power boats used for training or recreation from establishments ashore."

Davit-slung landing craft have recently come under the jurisdiction of the Boat Committee, which has also taken on responsibility for dealing with provision of boats for all the Services.

DCI(RN) 77

★ Snap decision

Revised regulations are announced for ratings applying for transfer to the Meteorology and Photography categories of the Naval Airman branch. Where ratings are awaiting transfer, or applications are currently under consideration, there is no need to re-apply.

DCI (RN) 78

★ WRNS 'form'

Now that members of the WRNS are subject to the Naval Discipline Act, arrangements have had to be made for the recording of warrant punishments on Service documents. Eventually, revised forms are to be introduced.

DCI (RN) 83

★ Stewards' exam

A mandatory provisional examination has been introduced into the system of advancement to leading rate for R.N. stewards and WRNS stewards (officers).

Until this examination has been passed, no rating will be nominated for the professional qualifying course.

The date of passing the provisional examination will also then become a rating's "basic date" in relation to the award of Scale "A" pay.

DCI (RN) 84

★ Minerva money

Salvage money is ready for distribution for the services to the motor vessel Epic Colocotronis rendered by H.M.S. Minerva on May 15, 1975.

DCI (RN) 85

★ Radio show

The Royal Naval Amateur Radio Society will be operating an exhibition station in H.M.S. Belfast from March 21 to April 2.

DCR (RN) 79

Another Phoebe 'first'



On the range at Aberporth, H.M.S. Phoebe fires an Exocet surface-to-surface missile. The system was installed during her long refit which ended last year.

Photo: LACMN Ashdown

First of the line; H.M.S. Phoebe's new Lynx embarks at Devonport on February 8.

Picture: CPO(Phot) Sam Chant.

Frigate takes
on Lynx

H.M.S. Phoebe, first of a line of Leanders to star as TV's H.M.S. Hero, can now claim another "first" with the embarkation of a new helicopter.

As she said fond farewells to her Wasp flight, preparations were going ahead to receive the Navy's first frigate Lynx flight, and in early February the new helo landed on the ship's extended flight deck at Devonport, piloted by Lieut. Mike Boland.

Lieut.-Cdr. Paul Collins is commander of the flight, which commenced at R.N. air station Yeovilton, in mid-January.

NEW LOOK

Now the Phoebe joins STANAVFORLANT as part of Britain's contribution to NATO.

When she emerged from long refit last year, her "new look," in addition to extended flight deck and enlarged hangar, included installation of the Exocet missile system, shipborne torpedoes, and automated Action Information System. Accommodation was also improved.

So far the Phoebe's present commission has proved a busy one and now, during her duty with STANAVFORLANT, ship's company members will be looking forward to "runs" both in the United States and Canada, and in Europe, with perhaps a chance for families to fly out for a visit too.

The Phoebe, commanded by Capt. H. M. Balfour, has an R.M. detachment which will make landings during the deployment.

BACK ON BIRMINGHAM

H.M.S. Birmingham re-embarked her Lynx flight on February 3, this time permanently. Between July, 1977, when the flight was formed, and December the Lynx was on board for the ship's visits to Antwerp, Hamburg, and Chatham.

The Birmingham is due to deploy later this year after Portland work-up.

SIRIUS IS BACK

After a three-year major refit, H.M.S. Sirius was recommissioned at Devonport on February 18 in a full-scale blizzard. She rejoins the Fleet with the Exocet surface-to-surface missile system and ship launched anti-submarine torpedoes. She is also fully equipped to carry the new Lynx helicopter.

The Leander-class frigate also boasts improved accommodation spaces, satellite communication facilities, a computer-assisted operations room and the latest sonar detection equipment for pin-pointing hostile submarines.

Principal guests at the recommissioning ceremony, which because of the weather was held in the drill shed of H.M.S. Drake, were the Commander-in-Chief Naval Home Command, Admiral Sir David Williams and Lady Williams, and the Lord and Lady Mayoress of Portsmouth (Mr. and Mrs. George Austin). The Sirius is Portsmouth's adopted ship.

On behalf of the city, the Lord Mayor presented the ship's wardroom with two cut-glass decanters and the mess deck with a trophy to be competed for in sporting fixtures.

LEADER

The commissioning cake was cut by Mrs. Sue Low, wife of the ship's commanding officer, Capt. Kelly Low, assisted by JS Graham Jackson (17).

The Sirius, the seventh ship to bear the name, will lead the Sixth Frigate Squadron, one of whose members will be the new guided missile destroyer, H.M.S. Newcastle.

APPOINTMENTS

Rear-Admiral J. S. C. Lea, who was appointed Director General Naval Manpower and Training in December, is to be promoted vice-admiral on March 28.

An engineering specialist, he is a former Director of Naval Administrative Planning and his appointments have included Commodore Royal Naval Barracks (now H.M.S. Nelson), Portsmouth, and Assistant Chief of Fleet Support.

Rear-Admiral A. J. Cooke, who at the end of 1975 became Senior Naval Member of the Directing Staff Royal College of Defence Studies, is to be Admiral President Royal Naval College Greenwich in July.

He was formerly Commodore Clyde, and his appointments have included command of H.M. ships Brighton and Galatea.

Other appointments recently announced include: Capt. R. J. P. Heath, As Deputy Chief

Polaris Executive, May 19 (To serve as commodore).

Capt. S. G. Morgan, Caledonia in command, June 29.

Capt. D. Hargreaves, Cochrane for Vulcan in command, February 24, 1978.

Lieut.-Cdr. M. P. Gilbert, Onslaught in command, June 13.

Lieut.-Cdr. P. J. MacLean, As OIC Glasgow and Strathclyde University R.N. Unit and Duxford in command, May 26.

Lieut.-Cdr. D. A. Barlow, As Staff Officer Tyne Div. R.N.R. and in command R.N. Permanent Staff in continuation and for Repton in command.

OBITUARIES

A. A. Davies, Cdr. H.M.S. Drake for R.N.O. Pembroke Dock, January 28.

R. C. W. Vellacott, CPOMA, R.N.H. Malta, January 29.

W. J. Woodhall, POCA, H.M.S. Diomed, February 8.

CONVENT OF JESUS & MARY

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An independent Day and Boarding School for Girls which is recognized as efficient by the Department of Education and Science. Pupils are accepted from the age of seven and follow a wide curriculum. Classes are small and excellent examination results are achieved in the Oxford General Certificate of Education. Great importance is attached to games for which there are first class facilities. As well as offering a complete and balanced course of studies, the school aims at providing a homely but disciplined environment and places great emphasis on the development of character. The grounds extend to thirty acres and include five acres of kitchen gardens which produce home grown fruit and vegetables in season. Special facilities for Service children.

THE ROYAL
CALEDONIAN SCHOOLS

offer Scottish servicemen a stable educational environment with a homely atmosphere for their children age 3½ to 16, boys and girls.

Link With Services

The Royal Caledonian Schools founded in 1815 and since then closely linked with the Services provide accommodation, including a modern nursery unit, for 120 boys and girls who are educated at local schools.

Special Tutorial Services

A special feature of the Schools is the tutorial service provided in the evenings by the staff who are fully qualified teachers and this greatly helps children who have suffered educationally through attending different schools in a short period of time as a result of their fathers' postings.

Graduated Fees

There are a number of vacancies at present for all ages. Fees are on a scale to meet the financial circumstances of the parents. MoD allowances at Boarding School rate apply to children of school age.

Application form and further details available from:

Captain R. E. Wilson CBE DFC RN
Royal Caledonian Schools
Bushey Hertfordshire WD2 3TS

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To get into the Metropolitan Police you must be aged 18½ or over and of British nationality.

Men should be a minimum of just under 5'8" tall (172cms) and women 5'4" (162cms) or over—and, of course, intelligent, physically fit and of good character.

For full details write to the Chief Inspector, Metropolitan Police Careers Centre, Department GA 224, Harrow Rd, London W2 1XH.

If you would like a chat with one of our police careers advisers, why not give us a ring on 01-725 4237.

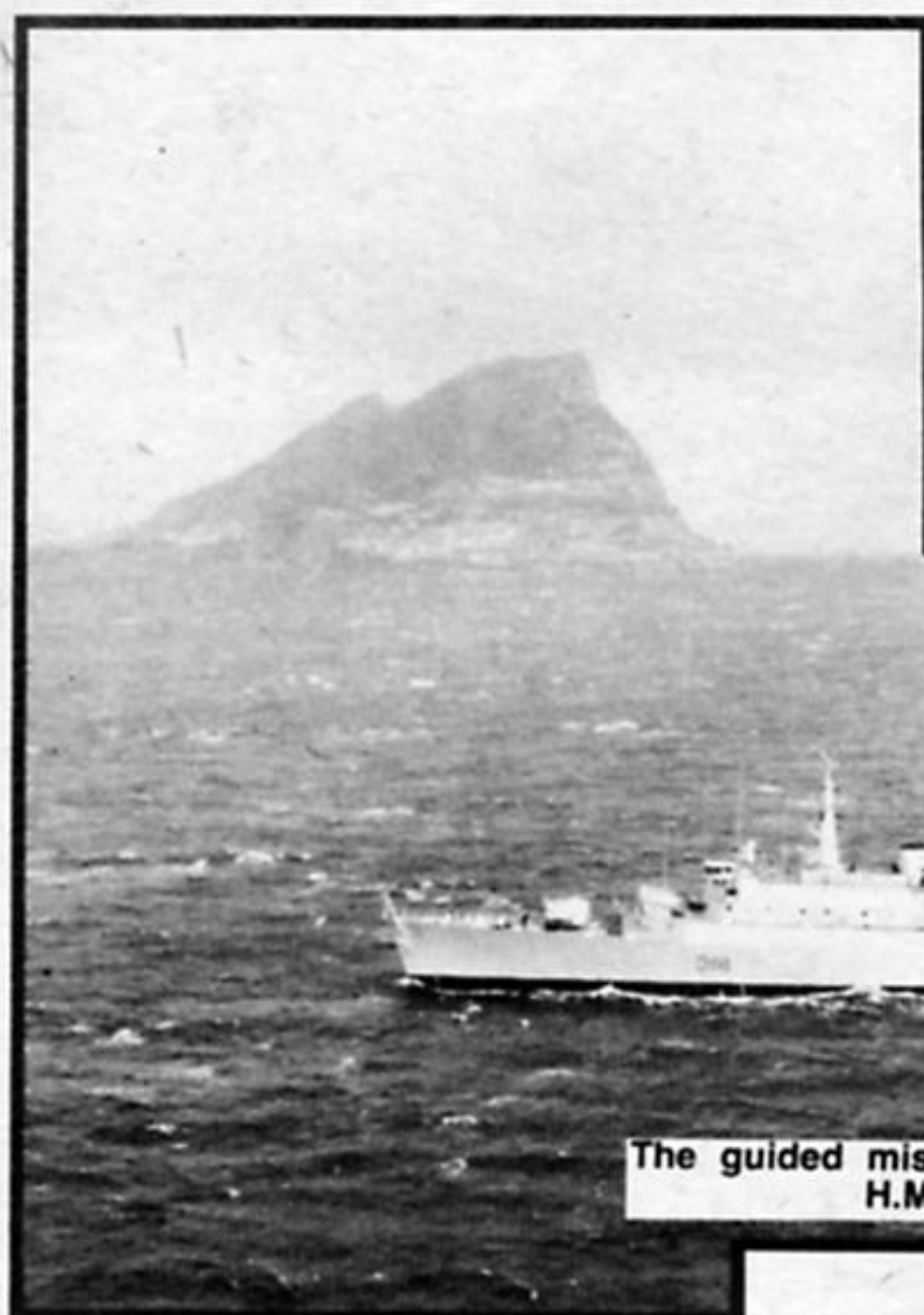


THE METROPOLITAN POLICE

ROCK RUFFERS!



Left: Strong winds and rain associated with a deep depression over the U.K. (which caused many F.A. Cup ties to be postponed!) forced H.M.S. Hermes to spend five extra hours at sea. Below: Wren (Phot) Catherine Pountain, flying in a Sea King of 814 Squadron embarked in the Hermes, took this picture of H.M.S. Yarmouth entering Gibraltar.



The guided missile destroyers H.M.S. Antrim (above) and H.M.S. Kent (below) head for the Rock.

After a pleasant Mediterranean day on January 27, the ships taking part in Exercise Spring Train — headed by H.M.S. Blake, wearing the flag of the Flag Officer First Flotilla, Rear-Admiral R. R. Squires — headed for Gibraltar in most unpleasant weather.

The combination of strong winds and poor visibility prevented H.M.S. Hermes from berthing in the forenoon, as planned, and she was forced to spend an extra five hours at sea off the Rock before returning to make a successful berthing alongside.

Other ships taking part in the exercise in the Western Mediterranean and Eastern Atlantic were the guided missile destroyers London, Antrim, Devonshire, and Kent; the frigates Yarmouth and Arrow; the British submarines Churchill and Oracle and the Dutch submarine Tijgerhaai; with the support of the R.F.A. vessels Stromness, Olna, Olmeda, and Resouree.

The ships sailed from Gibraltar on January 31 to continue the three-week weapon training exercise.



Six managers from Vickers Shipbuilders who are closely associated with the outfitting and commissioning of H.M.S. Invincible spent three days at sea in H.M.S. Hermes for "big ship familiarization." The team was led by Mr. T. E. Blacklock (outfitting manager), who took part in the Hermes contractor's sea trials in 1959. He was on board at the launching in 1953 and was ship manager until the carrier was handed over to the Royal Navy.

Another visitor to the Hermes was Mr. Mike Trickey, of Louis International Menswear, Ltd., who presented a sports trophy on behalf of his company to the executive officer, Cdr. P. J. Erskine, in recognition of the ship's sales support. The company provides a world-wide service and Mr. Trickey is expected to meet the Hermes at various ports during her spring deployment.

Left: The day before the Spring Train force sailed from Gibraltar H.M.S. Hermes staged a "Top of the Rock" race which attracted more than 200 contestants. About 170 runners completed the gruelling course, behind POAM Robert Hetherington, whose winning time was 21min. 34sec. This was 24 seconds faster than his winning time for the Hermes in March, 1977.

The next five home were POAF K. E. E. Naylor (24-26), Lieut. T. P. Southall (22-54), CK M. R. Garrod (23-01), LREM(Air) F. A. Robertson (23-10), and NAM(AE)1 A. H. Shaw (23-16). Team winners — the first five home from any department — were 814 Squadron, with first, second, third, fifth, and 12th (Lieut. R. C. Faulks) places.

Fleet Chief Radio Supervisor J. H. Bill Bailey shrugged off his 43 years and took part in the race — with the backing of the Senior Rates' Mess. Each sponsor promised to pay 10p for the attempt and 3p for each minute under the hour. Bill's time was 34min. 4sec., so each sponsor's donation amounted to 88p, producing more than £200 for the mess fund for Guide Dogs for the Blind.



Right: Before entering Gibraltar some ships were visited by the First Sea Lord, Admiral Sir Terence Lewin, who embarked in H.M.S. Hermes in a Sea King from H.M.S. Blake. After talking to the commanding officer and heads of departments, the First Sea Lord visited many sections of the carrier, including the regulating office, where this picture was taken.



SALOP EDUCATION COMMITTEE APLEY PARK BOARDING SCHOOL VACANCIES 1978

Applications are now being considered for places in Forms I and II at this 11-16 Boys' Boarding School. The school offers a wide curriculum with the opportunity to take G.C.E. "O" level or C.S.E. in 14 subjects. 150 boarders. No day boys. Situated in delightful rural setting. Full range of leisure and sporting activities.

Details of school, application forms, etc., from Headmaster, Apley Park School, Bridgnorth, Shropshire. Telephone NORTON 258.

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Stockton on Tees	£10.05	Worcester	£5.75
Doncaster	£7.50	Gloucester	£4.90
Leeds	£9.25	Plymouth	£6.65
Bradford	£8.95	Newton Abbot	£5.75
Huddersfield	£8.60	Exeter	£5.20
Sheffield	£8.05	Portland	£3.50
Chesterfield	£7.50	Dorchester	£3.50
Nottingham	£6.90	Swansea	£6.85
Leicester	£6.10	Cardiff	£5.75
Northampton	£5.20	Newport	£5.45
Reading	£3.10	Bristol	£4.20
Liverpool	£9.25	Bath	£3.85
Birkenhead	£8.95	Salisbury	£2.30
Chester	£8.60	Cirencester	£4.20
Manchester	£8.05	Swindon	£3.85
Warrington	£9.50	Marlborough	£3.50
Newcastle under Lyme	£6.90	London (Portsmouth)	£3.50
Stattord	£6.65	London (Gosport)	£3.50
Wolverhampton	£6.10	Hull	£9.25
Birmingham	£5.75		

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call

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ABOUT BOOKS

RAIDERS

Nine deadly 'freighters'
claimed 138 ships . . .

In two world wars, the bid to annihilate Allied merchant ships left survivor memories ranging from bars of chocolate for the kiddies to seamen left to a lingering death in open boats baked by a tropical sun.

That part of the struggle at sea is a moving human story, as well as a remarkable military document of guerilla tactics waged by brave men "behind the lines."

"German Raiders of World War II," published by Robert Hale (price £6.80) is the work of an American journalist, August Karl Muggenthaler, who has taken great pains to record the bars of chocolate and to explain incidents which led to war crime charges.

Undoubtedly he has researched the subject

Right — The Second World War cruiser H.M.S. Devonshire, which put paid to one of the most famous of the German raiders, the Atlantis, which sank 18 ships and took six prizes, bringing the total bag to 145,697 tons of shipping.

deeply to write "the first complete history of Germany's ocean marauders — the last of a great era of naval warfare."

Telling of scores of raider engagements, Mr. Muggenthaler quotes numerous interviews on both sides, his book revealing the personalities of the raider captains, the skill of their ship disguises, the tension among these lonely fighters, and the life-boat epics.



For the Germans, every puff of smoke on the horizon could mean a new victim or a warship coming to settle accounts. It was this near-certainty of themselves becoming prisoners which was believed to have influenced the general policy of humanity in action.

However, to assume just a calculating chivalry would be to deny that many of the raider crews (and perhaps most of them) behaved with such decency

as the circumstances allowed.

As a text-book of fringe maritime operations, the book is an absorbing study of the effect on a powerful naval nation of a dozen do-it-yourself vessels laughingly termed warships, but handled with courage and determination.

Built originally as freighters, and hurriedly refitted with guns, they roamed the oceans, living to a great extent off the victors' spoils.

What was the range of
the Bismarck's guns?

What was the top speed
of the Mark II Spitfire?

Did the Japanese use 'suicide
submarines' in World War II?

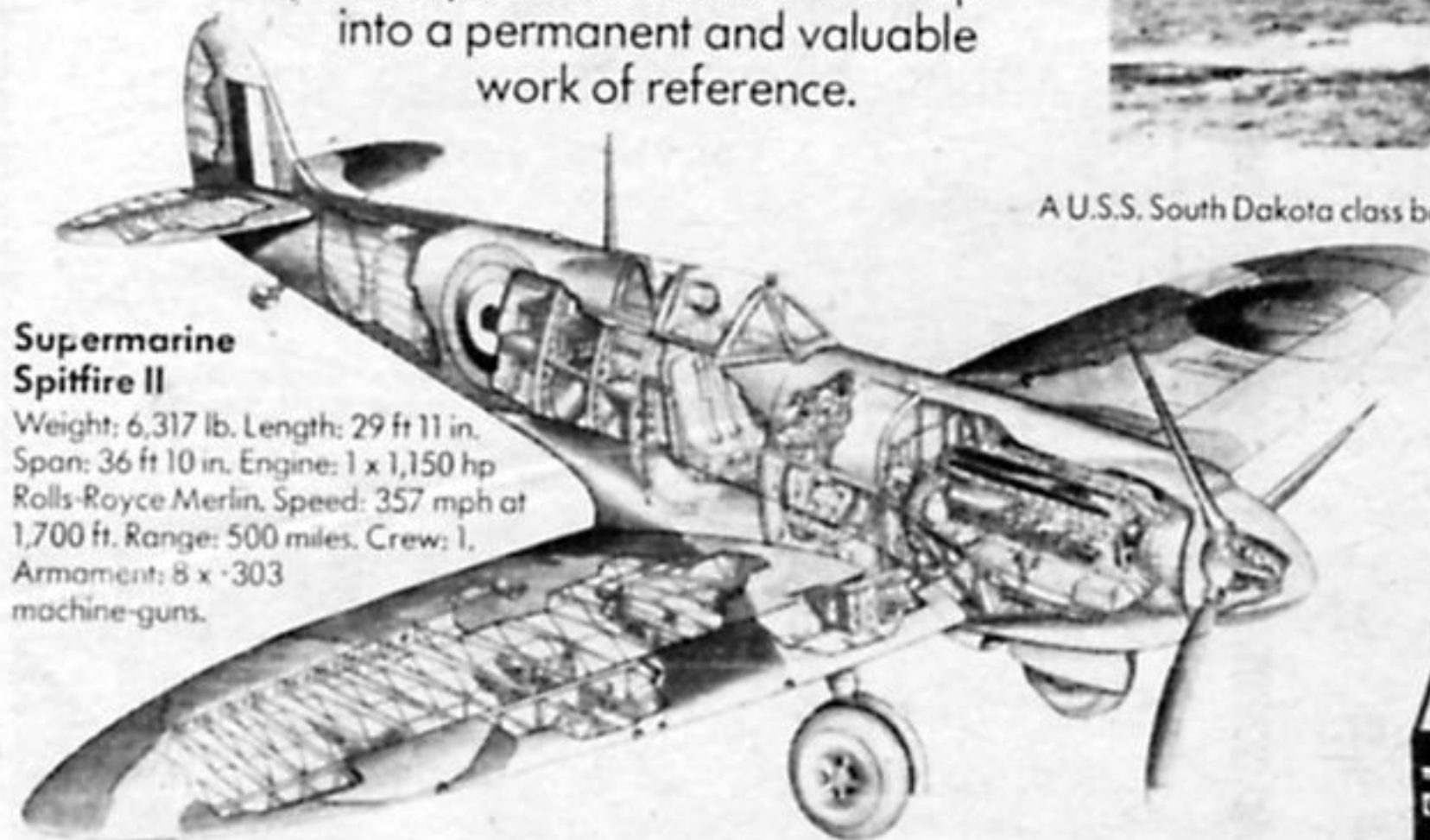
How thick is the armour on
a Chieftain Tank?

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When a hoist is not readily available to consult one of the more weighty tomes of naval information, it is useful to have the Jane's pocket book "Major Warships," modestly priced at £2.95 (or £3.95 hardback).

This is the second edition of the work, having been brought up to date while retaining the original character — ship types divided by countries in which classes are listed alphabetically.

Knotty art

"How to stand out amid your landlubber friends as a true sailor" can be achieved, according to author Marc P. G. Berthier, by reading his book "The Art of Knots," published by Macdonald and Jane's (price £2.95, or £3.95 hardback).

Dedicated to "emperors of the marlin spike," the book ranges from the bowline to the mermaid's braid, and includes such strange devices as a sheik's knot and a belt and braces.

Weapons weekly

Latest of the Phoebus publications is "Weapons and Warfare," to be published weekly, and designed to cover every item of military hardware used over the last 70 years. Full colour detailed illustrations are used. Each issue costs 40p.

Their hiding place lay in the thousands of square miles of empty waters, plucking the occasional unfortunate to build up a total of no less than a million tons of Allied shipping sunk.

An outstanding achievement was to mystify H.M.A.S. Sydney into a careless approach, suddenly blaze away with inferior weaponry, and succeed in a David and Goliath act which ended in both of them going to the bottom — the shocked Australians learning eventually that they had not one survivor from their cruiser.

IRRITATE

Mr. Muggenthaler's style may irritate some readers, by the ploy of taking them to the bedroom door and then breaking off with a "meanwhile, back at the farm her aged mother sat weeping . . ."

Jumping about from one scene to another may increase tension, but it certainly also creates confusion amid a welter of strange names of ships, personnel, and places. A glossary would have helped to understand Americanisms.

ASSUMPTION

Whether the author proves right in his assumption that the Second World War not only ended the era of the battleship, but also the "fox picking off the geese" remains to be seen.

Yesterdays forgotten ideas have a habit of being revived in new form, and "confrontations" without war may yet revive some strange surprises.

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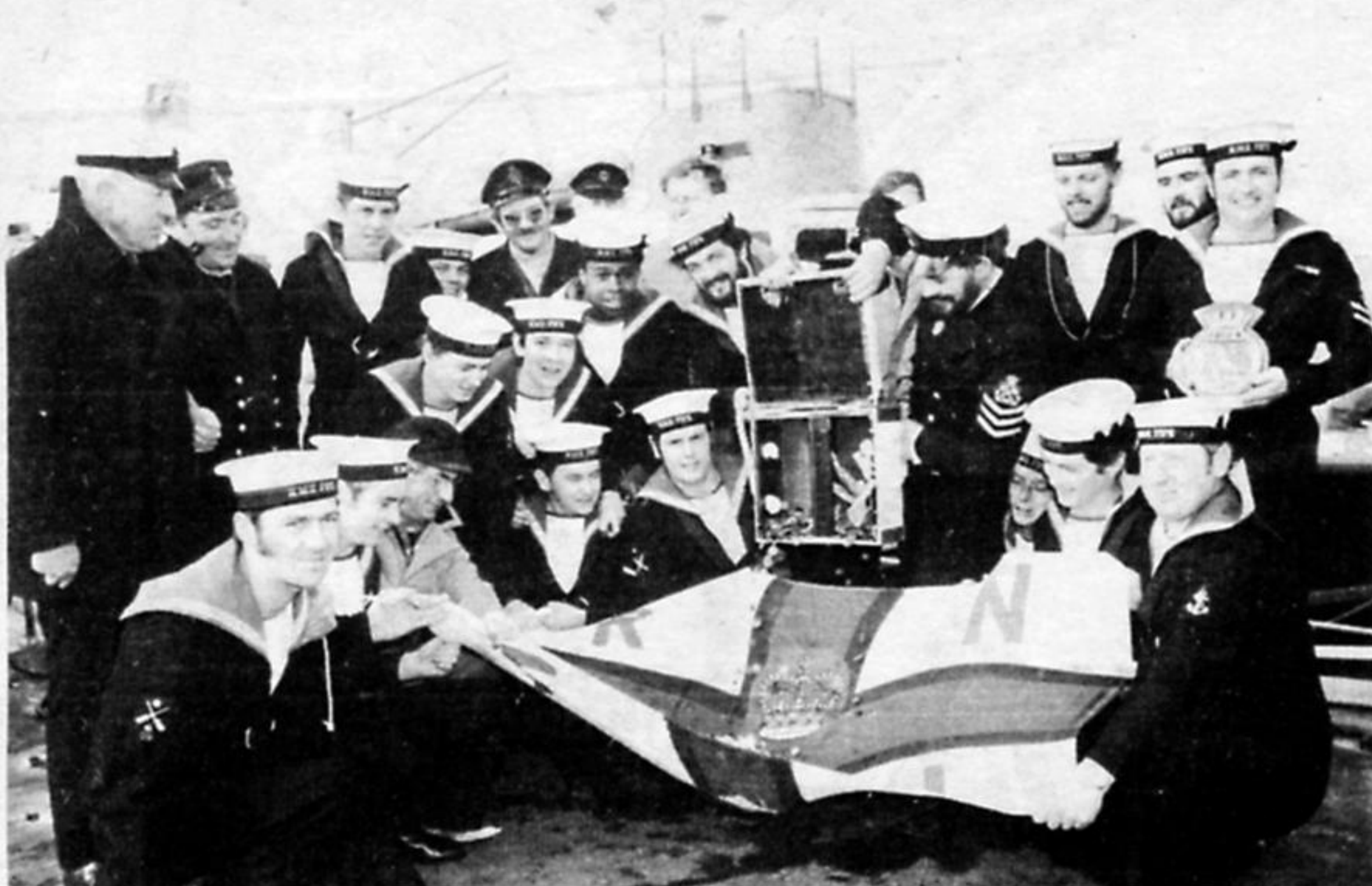
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Plymouth's devotion to duty

When H.M.S. Plymouth visited Port Said, members of the ship's company spent four days mostly on their knees, in church. It was not so much an exercise in devotion as one of hard work.

The sailors, working in teams of 12, removed 90 years of grime from the marble floor of the church and then restored and polished a parquet one.

Not content with putting the floor in order, they painted the pews and cleaned the dirt from all the stained glass windows.

The church, consecrated in 1889 and the only English one

in Port Said, had not been in regular use for 20 years. The task of restoring it began on October 1977, when the Rev. Chris Chetwynd arrived at the Mission to Seamen.

Much work remained to be done when H.M.S. Plymouth arrived and the Rev. Chetwynd appealed to the ship for help.

In recognition of the "miracle" transformation to the interior, as a result of naval help, the crest of H.M.S. Plymouth is proudly displayed on the church wall.

The Yarmouth Isle of Wight Lifeboat Appeal receives £160 in English and foreign currency from 18 members of the ship's company of H.M.S. Fife. Emptying the money into the Royal National Lifeboat Institution flag are LS Les Langford and PO Geoff Bridle, watched by Major General Sir Robert Pigot, R.M. (extreme left), president of the appeal, and Mr. David Kennett (second from left), coxswain of the lifeboat. A Fife crest for the lifeboat house was presented by LS Terry Michel.

Picture: LA(Phot) Jack Dewis

CONWAY MARITIME NEW BOOKS

New Naval Titles

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The latest issue of this popular quarterly journal devoted to the design, development and service history of combat ships. Articles include: the battlecruiser *Tiger*, Essex class carriers, Tsushima (1905), US heavy cruisers, early Austrian submarines. 72 pages, many plans, photos and tables.

Available January £2.25 per copy (including postage) or £9.00 for an annual subscription.

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A new limited edition of this classic work on the development of the warship from 1860 to 1920, covering all ship types and every major navy. 9½" x 6", 500 pages, 210 plans and diagrams and 6 folding plates. Available late February £12.50 (plus 50p post and packing)

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A remarkable collection of the very best photography of the war at sea - ships, weapons, equipment, personnel and action shots, many never before published. The photos are reproduced large for maximum detail, and the book includes 16 pages of full colour.

The captions were written by an international team of naval experts including David Brown, Aldo Fraccaroli, Jacques Mordal, Antony Preston, Alan Raven, John Roberts and Anthony Watts.

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The hard-backed annual volume of the first four issues of *Warship*. Subjects covered range from the *Lexington* (CV-2) to the *Kiev*, from Italian battleships to *Flower* class corvettes, and from British destroyer appearance to German battleship armour schemes. Over 40 articles, 100 plans and diagrams and 200 photographs.

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A good catch



It could be said that the Vivid Flashers are among the brightest sparks on the West Country rugby scene.

For this team of Wrens from H.M.S. Vivid, the Plymouth RNR unit, haven't lost a match yet — and they raised a total of £80 for the Salvation Army appeal last year.

Their latest triumph, a 26-12 victory over the POs' Mess of H.M.S. Hermes, added £15 to the appeal. Previously they had beaten H.M.S. Raleigh POs and

3 Brigade Royal Marines and drawn with Devonport Services.

Any ships or establishments in the Plymouth area who would like to challenge the Vivid Flashers to a rugby match — or any other sport — are welcome to contact team captain Jill Wright at the H.M.S. Vivid Staff Office, MHQ, Mount Wise, Plymouth.

The ground floor of "A" Block in the Infirmary Barracks, Royal Marines, Deal was converted into a ward to house 12 senior citizens when violent storms caused flooding in the area, in January.

Six females and five males were admitted, some of whom needed nursing care.

A sponsored cycle ride from Portsmouth to Bristol by members of the ship's company of H.M.S. Bristol raised £200 for the Leaze Children's Home, Bristol.

More than 24lb. of old keys and toy cars collected by PO Wren SA Lynn Aves and colleagues at H.M.S. Collingwood has been sent to the B.B.C. television Blue Peter appeal to help provide four mobile classrooms for deaf children.

By simply putting a gallon bottle on the counter to collect loose change, £190 was raised for the Royal Institution for the Blind in the kitting up store in H.M.S. Raleigh.

End justifies means



Some girls will do anything for money — even crawl through mud. But if the money is for a coin operated washing machine does it matter about the dirty wash. This was the opinion of 27 Wrens at the Commando Training Centre, Lympstone who raised £100 for their washing machine by completing six laps of the commando assault course.

A fire which badly damaged the top-floor flat in a three-storey house in East Dulwich started a friendship between the H.M.S. Collingwood fire-fighters based at Highwood Barracks, Dulwich, and a nearby children's home for the mentally handicapped.

After being called out to the flat fire the fire-crew were invited in for tea by the staff of the home opposite. The friendship flourished, with off-duty visits to the home by the fire-fighters and a tea party for the children at the barracks.

Lieut.-Cdr. Ian Sturrock, officer-in-charge of the Dulwich fire-fighters, hopes to keep up the liaison, even though the team has now returned to Collingwood.

More than £1,000 collected by the officers and men of H.M.S. *Euryalus*, South Tyneside's adopted ship, is being used to start a fund for Tyne and Wear's first youth club for physically handicapped and able-bodied children.

Initially, money from the fund will be used to provide equipment and furniture. Suitable premises for the club have yet to be found.

The frigate's association with South Tyneside developed when she was there for minor repairs in 1976 and she was officially affiliated to the area a year later.

She will continue to help with donations and give practical aid whenever she is in the North-East.

A sponsored run from Plymouth to Cardiff by members of the ship's company of H.M.S. *Devonshire* raised £130 for the Cardiff Physically Handicapped and Able-Bodied Club.

The "Jack and the Beanstalk" pantomime, presented by the staff of the Royal Naval Hospital, Stonehouse, Plymouth, played to capacity audiences at all five performances. Among those who enjoyed the show were 170 senior citizens and children from various organizations in the area.

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Naafi news in brief

H.M.S. Seahawk's club is the first winner of the Naval Canteen Service "Club of the Year" title. Runner-up for 1977 is the club at H.M.S. Raleigh, with other area awards going to the Condor Club at Arbroath and the Heron Club at R.N. air station Yeovilton.

★ Five Naval Canteen Service personnel are among the Naafi staff in uniform who are providing support for the Royal Marines engaged in Exercises Clockwork and Mainspring in Norway.

★ Although naval club committees have been successfully organizing entertainment in naval clubs through their own contacts with agents, it was reported that several naval clubs had made use of the Ntertainment booking service introduced by Naafi last year.

★ Customers in naval clubs in Scotland may soon get larger tots. In answer to a question about the use of smaller spirit tots (one-sixth of a gill measure) in naval clubs, it was stated that consideration would be given to the introduction — subject to MOD(N) approval — of the one-fifth gill measure, as commonly used in public houses in Scotland.

Tough year for trading, but revenue rises

Fierce competition from the growing number of hypermarkets, coupled with an intensification of television and other mass-media advertising by the multiple stores, had an adverse effect on the Naval Canteen Service in the year ended April 30, 1977, it was stated at the 120th meeting of the Headquarters Naval Canteen Committee held at the Naafi Headquarters, London, on February 17.

Mr. R. H. Vardon (Manager, Naval Canteen Service) said that the multiples had engaged in a huge advertising battle "in an effort to attract from each other customers who, because of other demands, had less to spend on their weekly shopping."

Despite the economic gloom, Mr. Vardon told the meeting — which was chaired by Vice-Admiral A. D. Cassidi, Flag Officer Naval Air Command — that the Service had increased its turnover: Home Shore trading turnover increased by 13.7 per cent. from £10,644,000 to £12,105,000, while the turnover in H.M. ships rose by 1.7 per cent. from £5,108,000 to £5,194,000.

From revenue earned by Home Shore trading, £384,000 was distributed during the year in the form of rebate, discounts, and dividend. This was £68,000 more than in the previous year, partly due to the fact that the rate of rebate was increased from three to four per cent. in October 1976.

The rebate, discounts, and dividend paid from revenue in ships rose from £115,000 in 1976 to £134,000 in 1977 — an increase of 16.5 per cent., despite the small increase in this area of sales.

"Thus, while the increase in sales in 1977 was below the level of price inflation, the distribution of profit (a total of £87,000, or 20.2 per cent.) increased at more than twice the rate of increase of sales and exceeded the rate of price inflation," reported Mr. Vardon.

EXTRA REBATE

The Navy's share of extra rebate was £92,000, compared with £30,000 in 1976 and none in 1975. Extra rebate is allocated to the three Services in proportion to the strength of each, and £92,000 was 23 per cent. of the £400,000 available from 1976 revenue.

Looking to the future Mr. Vardon said that although trading in ships in 1977 had been poor in

comparison with that in Home Shore establishments, he anticipated a rise in the coming year. "With both H.M.S. Hermes and H.M.S. Ark Royal at sea for much of the year and a sixth Group Development, trading in H.M. ships is running well above last year's level."

Although Home Shore sales were unlikely to be much above the 1977 level, partly as a result of recent industrial disputes, Mr. Vardon hoped that the extra trading at sea would help to produce an overall increase in sales.

The rebate was increased from four per cent. to the traditional five per cent. from November 1977 and £1 million had been "tucked away" to ensure that the five per cent. rate could be maintained for at least 12 months.

"This means that, in taking their own wise look ahead, those responsible for planning expenditure from ship and shore establishment welfare funds will be able to see, and therefore look further ahead, than they would otherwise have been able," said Mr. Vardon.



The night Lowestoft let off steam...

Left: MEMN(P)1 Alfred Martin

Swift action in the steam-filled boiler room of H.M.S. Lowestoft has earned commendations for MEMN(P)1 Alfred Martin and POMEM Edward Carr from the Commander-in-Chief Fleet, Admiral Sir Henry Leach.

The Lowestoft was alongside at Portsmouth, at night, when a drain cock was inadvertently opened, filling the boiler room with superheated steam.

MEMN Martin crawled flat on the plates — with POMEM Carr holding his legs and ready to pull him back if he lost consciousness in the intense heat — and closed the drain cock with a makeshift lever. MEMN Martin, who is now serving in the assault ship H.M.S. Intrepid, received his commendation from Rear-Admiral W. J. Graham, Flag Officer Portsmouth.

The commendation stated that by his presence of mind, ingenuity and nerve in a difficult and dangerous situation, and regardless of personal safety, Mechanician Martin minimized damage to vital equipment.

POMEM Carr received his commendation from the commanding officer, Cdr. T. J. Smy, during the Lowestoft's visit to Madeira.

SCRAMBLE! 710 TIMES!

"Scramble!" On 710 occasions in the past five years this word has sent crews of the Search and Rescue Flight sprinting from the crew room at H.M.S. Daedalus, Lee-on-Solent. The Flight celebrated its fifth birthday with an iced cake which was cut by the captain of H.M.S. Daedalus, Capt. A. J. Bastick, assisted by the youngest maintenance man in the Flight, NAM Douglas Davie (18).

REPS' REPORTS

The "old story" of Naafi handling charges on senior rates' keg beer was raised by CPOSA M. E. HOYLE, Fleet Representative, Ships and Overseas. "I still find I am asked about them on most ships I visit," he explained. "I can only repeat that there is no such thing."

"To explain again... Naafi or the brewers charge the wardroom a wholesale price for keg beer. The Ministry of Defence have said that senior rates will purchase their beer on H.M. ships through Naafi and that rebate will be paid on their sales to the ship's welfare fund. Naafi therefore add to the wholesale price five per cent for rebate and 10½p per keg for gas. The wardroom pay for their gas as a separate entity."

CPO Hoyle had travelled 30,000 miles during the year, visiting about 200 ships and Fleet Inns situated in Home dockyards. The overall impression he had gained was that Naafi were providing a necessary service to the Fleet and, in the majority of cases, were doing it well. In Gibraltar the common complaint among naval wives concerned "non-entitled persons" using Naafi facilities. Steps had been taken to rectify this situation.

For the Royal Marines the most welcome news during the year was the reformation of 41 Commando, based at Deal. "Not only did this boost the strength of the Corps," reported CSGT G. A. HART, Corps Representative, Royal Marines, "but it also gave a new lease of life to the Naafi and the Barracks at Deal, and enabled the Corps to carry on its long and close association with the local inhabitants. It remains to be seen if the locals will feel the same after the first night ashore after a four-month deployment in Northern Ireland..."

The Commando and Logistic Regiment now had its own Naafi canteen at Coyool — although the unit was away firefighting when the building opened in December — and at the Commando Training Centre, Lymington, the marines are looking forward to moving into their new club later in the year.

Since his appointment last year as Fleet Representative, Naval Air Command, POA W. J. HULSTON had travelled as far north as Loch Ewe in Scotland and as far south as Cudrose in Cornwall. "All in my 'parish' were pleased with the return of the five per cent rebate, which is an indication that the financial situation may be getting more stable. Consequently the clubs are beginning to prosper once again and should be better than ever in the coming years."

PO Hulston stated that the Forth Families Club at Rosyth was now fully operational, thanks to Naafi, the Sailors' Fund, and the hard-working committee and club members. He was also pleased to report that plans were in hand for the rebuilding, or redesigning and decorating, of the Lion Club, Rosyth; the Sea King Club, Prestwick; the Pembroke Club, Chatham; the Eagle Club, Daedalus, and the Heron Club, Yeovilton.

Cards and cosmetics; tights and tonics. These are some of the items which most interest the Wrens, according to FLEET CHIEF WREN S. I. SNOWLEY, WRNS Representative. During her visits she had received comments about the poor selection of greetings cards at H.M.S. President; the limited selection at H.M.S. Dryad, and the need for "boxed cards" at H.M.S. Mercury.

A brand of cosmetics which has proved most popular at Dauntless is to be introduced at Dryad and Mercury, and FCWREN Snowley reported that the manager of the new club lounge at Mercury had agreed to stock a slimline tonic for the weight-conscious girls.

"No Wrens report would be complete without a mention of black tights... so I am pleased to report that all units are asking for 15 denier and I understand Naafi are hoping to provide these in the near future."

Complaints concerning Naafi's catalogue service were voiced by FCPO K. A. WARD, Fleet Representative, Naval Home Command. "Far too many customers are disappointed by receiving a reply of 'Not available' from the warehouse. And of those who are lucky in their choice many are kept waiting longer than the 14 days delivery time promised in the catalogue."

"It has now come to the stage where a manager cannot guarantee a delivery date. Orders have been lost because of these delays and if Naafi cannot provide a more reliable service, customers will continue to go elsewhere."

FCPO Ward also mentioned the unsatisfactory "after sales service" for items which became defective during the guarantee period. This complaint particularly applied to electrical goods. "Some customers are having to wait an unreasonable length of time for goods to be returned, with no assurance that they have been properly repaired," he reported.

The answers to these complaints came from Mr. R. H. Vardon, Manager, Naval Canteen Service.

"The Naafi catalogue states that delivery will be normally within 14 days unless there has been a supply difficulty. All items are offered subject to availability! Unfortunately, there are a few occasions when a supplier, because of manufacturing, shipping, or other difficulties, fails to meet his delivery dates to Naafi — which obviously affects Naafi's ability to supply to its customers. But such delays are a minority occurrence and delivery of the vast majority of items is made within 14 days."

"We maintain certain facilities for after-sales service at our main warehouse where items for repair are normally sent. Unfortunately, some manufacturers will only honour their guarantees if the items are returned to them for examination and repair and this can cause delays."

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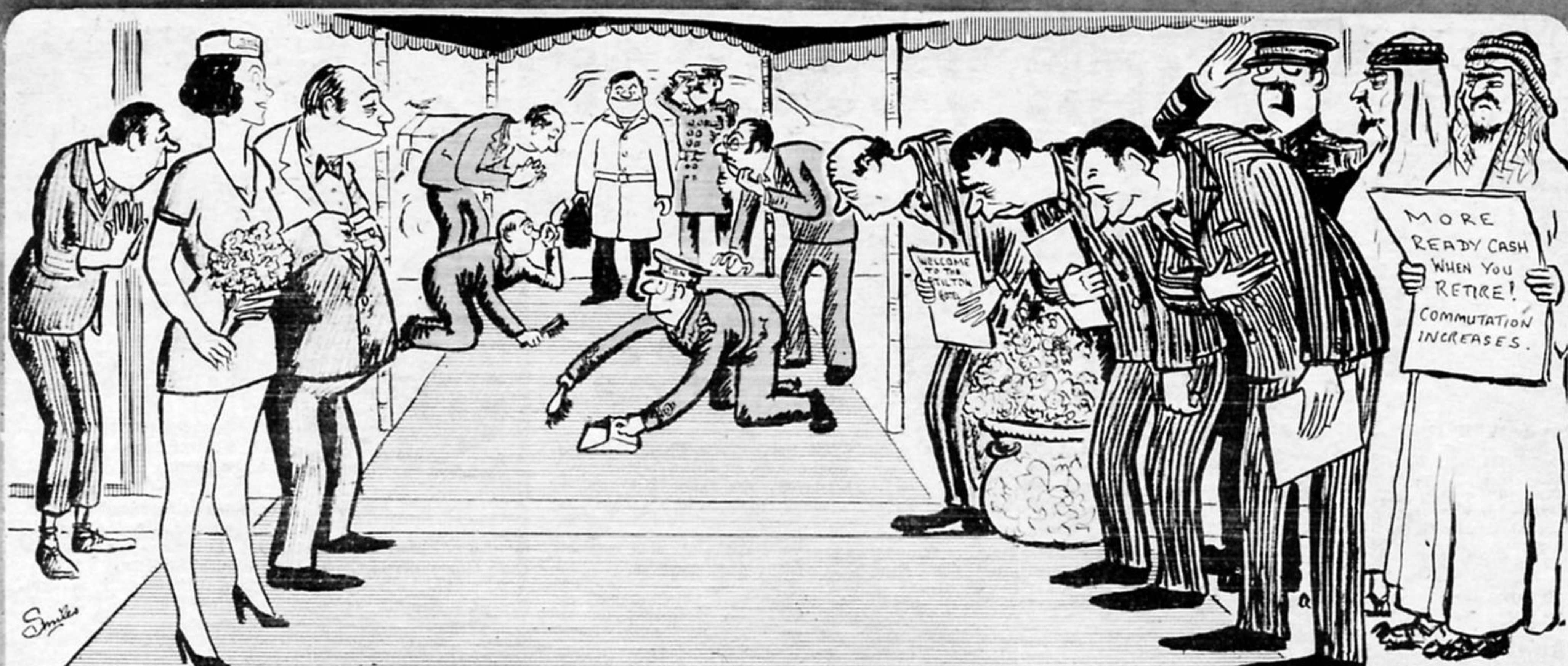
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"He probably wants to buy some of your oil wells with his commuted pension!"

NEWSVIEW

Aid towards civvy street

Often, and for many years, ratings have queried why they could not commute more of their pensions, and some have not been entirely satisfied with the answers they received.

As middle-aged, responsible men leaving the Service to take up a second career, perhaps to go into business or buy a house, many considered that a larger "cash in hand" sum from their pension was justified for resettlement. At the same time, there were, and still are, valid reasons why complete or near-total commutation was not possible.

Now, after lengthy negotiations involving the MOD, the Civil Service Department and the Inland Revenue, an improved deal for ratings is announced. In many cases they will be able to double the lump-sum they can take as commutation, and there are other advantages too.

While there may be no change in total benefits, the new arrangements will be welcomed. Besides, farewell parties are growing more expensive all the time!

'Silent' voters

Seldom slow to express their feelings, Service wives spoke plainly over aspects they found irritating in the legislation which transformed them into Service voters. Their feelings have now been converted into cold statistics.

The advantages of the new arrangements appear overwhelming and undoubtedly are — once your name is on the register. Wherein lies the rub. For one reason or another, the names of countless wives will not be appearing on this year's lists.

Some made it clear they did not receive the necessary forms (despite the proper procedure being followed and heroic efforts by local electoral registration officers). Some may have been apathetic. But there were others who objected strongly on principle to the requirement for attestation. One Service wife told her M.P. she felt she was now regarded as "part of her husband's goods and chattels for him to decide if I should cast a vote or not."

By the very nature of the new arrangements, the beneficial effect should grow. Meanwhile, many still feel that an improved method of distributing the forms would help and hope that a way round attestation can be found. Reconsideration has already been promised on the latter point.

This might well be considered one of those occasions when it has been possible to speak plainly — by doing nothing.

More cash in hand from that pension

The rating who wants to convert as much of his Service pension as possible into a lump sum will find that the new pension commutation scheme due to start on April 1 will give him a much improved financial boost as he "hits" civvy street and starts a second career.

Under present arrangements, the most a rating can obtain as commutation is usually £1,000. Now in many cases this will be doubled, with other advantages "thrown in," while the standard lump sum tax-free terminal grant remains unaltered.

To get more than £1,000 in the past the rating had to be able to prove a need for the cash for a purpose "to his distinct and permanent advantage" and this was not easily achieved. Under the new scheme he will be entitled to the much larger sum "no questions asked" at any time within the first 12 months of going to pension.

Restored in full

With the present scheme (known as Life Commutation) it costs him about £75 worth of pension a year to obtain the £1,000. For the new scheme, the cost will be higher but payable over a shorter period. But in any case, and most importantly, his pension will be restored in full at the age of 55 and with all the increases awarded since he went to pension taken into account.

This means that men will not be faced with the present difficult choice between an immediate tax-free capital sum and the surrender of taxable but index-linked income for life.

Broadly speaking, officers will come into line with ratings in the new scheme. Present serving officers who can normally commute up to half of pension will be assisted by reserved rights arrangements if they wish to continue to commute part of their pension for life.

The review of the commutation arrangements has been made in the light of the Finance Act 1970 and the Social Security Pensions Act 1975. Basic feature of the new scheme (known as Resettlement Commutation) will be that the maximum that can be realized by the surrender of pension will be the difference between the terminal grant actually received on retirement and the terminal grant appropriate at the full career point (34 years reckonable service for officers, and 37 for ratings).

The result is that all personnel will be able to take, if they wish, a total tax-free sum on retirement equal to the full career rate of the terminal grant.

Based on the 1977 Pension Code, a CPO would be entitled to a terminal grant of £6,639 if he retired at full career point or a terminal grant of £4,356 if he retired at 40 with 22 years reckonable service. The difference of £2,283 is the sum which can be obtained by commuting.

How new scheme could affect a CPO

Here's how the new commutation arrangements could affect one CPO:

He goes to pension at age 40 after 22 years service, providing him a pension (under 1977 Code) of £1,452 a year, and a terminal grant of £4,356.

Under the Resettlement Commutation

In the case of a lieutenant-commander retiring at 37 with 16 years reckonable service, the terminal grant would be £5,232, compared with the grant at full career point of £9,630, giving a commuting figure of £4,398.

In the case of a leading rate retiring at 40 with 22 years service, the comparable figures are £3,654 and £5,568, giving a commuting figure of £1,914.

Basic pensions and the amount available by commutation will increase in line with any pay increases made in the future.

Alternative options

Up to the age of 55 the old and new schemes will be alternative options and men will not normally be allowed to commute under both schemes at the same time. But as less can be realized for officers under the new scheme, it has been agreed that as a transitional measure officers whose service ends before April 6, 1996 can commute under both schemes, provided the total amount surrendered does not exceed the existing limit of half of retired pay.

Life Commutation is to be phased out gradually over a period extending until about 2020 to protect as far as possible the expectations of those

scheme he will now be able to raise an additional tax-free sum of £2,283 (compared with a normal maximum of £1,000 under the present scheme). This reduces his pension to £1,148 a year, but at age 55 his pension is restored to £1,452; plus all pension increases awarded since his retirement.

already serving. Everyone serving before April 1 this year can apply for Life Commutation under existing arrangements for all reckonable service before April 6, 1980.

£9,060 capital sum

For example, a commander retiring in 2000 with 32 years reckonable service from age 21 will have completed 12 years before April 6, 1980. The commutable portion of his retired pay (at 1977 code rates) will be 12/32nds of £3,676 (£1,379). Subject to acceptance on health grounds, he will then be able to commute for life up to 50 per cent of £1,379 producing a maximum capital sum of £9,060 at present commutation rates.

Present serving ratings will also have the right to use Life Commutation if they find it is to their advantage.

Unfortunately, the new commutation arrangements will not apply to men who have already retired or who retire before April 1 this year. Men receiving an invaliding pension will also not be able to commute under the new scheme.

Details of the new arrangements have been sent to ships and establishments and are due to be published in DCIs in March.



When the oil rig Orion (left) drifted on to rocks off Guernsey two Sea King helicopters from Culdrose flew to the scene and winched 29 men to safety. To accomplish their mission, the Sea Kings had to hover above the helo landing pad — by now awash — and winch the oilmen to safety while carefully avoiding the 278 feet legs of the upside-down oil rig.

THE ORION RESCUE

With a Force 10 storm sweeping the South Western Approaches, Sea King helicopters of 706 Squadron, R.N. air station Culdrose, rescued 29 members of the crew of a massive oil rig which had drifted on to rocks off Guernsey.

Many tributes were later paid to the helicopter crews for their outstanding work on a night of drama. Said one of the survivors from the rig: "For a while we all thought we had had it. Those helicopter boys were really marvellous."

It was after weather conditions had led to cancellation of routine night flying at Culdrose on February 1 that the first indication of distress was reported by Lands End Coastguards — the lightship guarding the Seven Stones reef in the Isles of Scilly had begun to drag anchor. Two Sea Kings were brought to immediate readiness.

As aircraft and aircrew awaited developments, the focus of attention switched to the English Channel and the oil rig Orion, which was under tow by a German tug on passage from Rotterdam to Brazil. At 2000 the tug skipper radioed Jersey to say that the line had parted 20 miles WNW of Guernsey

and that force 10 winds were causing the Orion to drift towards Guernsey coast at six knots.

With the Seven Stones lightship able to cope, the Sea Kings were offered to the Brixham Coastguard to assist the 33 crewmen aboard the helpless Orion.

At 22.26 Brixham reported the oil rig nearing Guernsey and the two helicopters were scrambled. Sea King 592, flown by Lieut. Glen Tilsley, was airborne at 22.55, followed 20 minutes later by Sea King 594 with Lieut. Tony Eagles at the controls. Because of the ferocity of the tail wind, the 160 miles flight to the rig, by now grounded at the Grand Rocques off Guernsey, was completed in 50 minutes.

While the Culdrose helicopters were heading across the Channel a remarkable feat of seamanship was achieved by the St Peter Port lifeboatmen. Although pounded by the seas near dangerous rocks, they managed to take two men to safety from the Orion before threading their way back to the open sea.

Lieut. Tilsley and his crew arrived shortly before midnight to find the Orion aground but "lit up like a Christmas tree." Carefully avoiding the towering, 278 feet oil rig legs, the pilot, assisted by co-pilot Lieut. John Wingate, inched 592 to a hover above the helo landing pad — now awash — on to

which Chief Aircrewman Alf Tupper lowered the observer, Lieut. Bob Davidson.

Clinging to the sloping platform, he called forward, one by one, the oil rig crew until 12 had been double-lifted to safety.

Throughout the winching, Chief Aircrewman Tupper also had to keep a wary eye on the position of the Sea King rotor blades to the rig legs.

Once full, 592 flew to Guernsey airport to leave the survivors, and Sea King 594 moved in to pick up another 11 in similar fashion. Co-pilot was Lieut. Len Mathews, operating the winch was Chief Aircrewman Terry King and perched on the landing platform was Lieut. Paul Crudgington.

With nine remaining on the Orion, 592 returned with the aim of lifting them all to safety, but as the second man was on the winch with Lieut. Bob Davidson, the gales began to rotate the Orion, making it extremely hazardous for the helicopter to remain on task. It was decided to leave the other men on the Orion until daylight, and 592 landed at Guernsey airport at 02.20.

At first light the local rescue services rigged a breeches buoy to recover the last seven men aboard the Orion. Unfortunately, the line broke as conditions deteriorated and 592 was called out to lift the four remaining crew, three having been brought ashore by use of the buoy.

'Those helicopter boys were really marvellous'

Pictured at Culdrose after their return from Guernsey are the eight Royal Navy aircrew who, during the night of February 1 and the next morning, picked up 29 men from the grounded oil rig Orion. Standing (left to right) are Chief Aircrewmen Alf Tupper and Terry King and Lieutenants Paul Crudgington, Tony Eagles and Glen Tilsley. Kneeling Lieutenants John Wingate, Bob Davidson, and Len Mathews. Behind them is Sea King 592, in which 17 men from the rig were flown to safety.

Picture: LA(Phot) Pete Northcott.



Lieut. Wingate is the officer in charge of the Sea King simulator at Culdrose which is the subject of our centre spread feature.

THEIR WORK . . .

Disposing of unexploded bombs and rockets on the mud flats off the Essex coast is a dirty and difficult job — but it's a lot easier with the aid of a hovercraft. Five members of the Portsmouth and Medway Bomb and Mine Disposal Team, led by Lieut. Brian Jervis, were carried across the mud flats in an SRN6 hovercraft from the R.N. Hovercraft Unit, Lee-on-Solent.

They dealt with many unexploded weapons and relics from wartime accidents and aircraft ditchings. The picture on the facing page shows CPO Diver Dudley North (left) and AB Diver Jim Lynch on Dengie mud flats, attaching explosive to canisters used for rocket-assisted take-off by wartime bombers from coastal airfields.



. . . ENDS WITH A BANG!

A SPRING RE-FIT THROUGH BERNARDS

Spring is traditionally a time for new clothes — and although many traditions go by the board these free and easy days — a man's desire to be well dressed is still retained.

Bernards have a wide range of Men's Wear at their branches throughout the country including formal and leisure clothes and for those preferring not to pay cash attractive Credit Terms are available.

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Safe And Reliable

In Fleet Air Arm circles the invaluable air-sea rescue service hit the headlines involve the helicopter at Cudrose in Cornwall. It is here, the theme. It "flies" an average of 700 hours a year, fog, ice, or snow. In this case, S.

This "wonder aircraft" is the Sea King flight and mission simulator, which has now been in naval service for seven years. Built and maintained by Link-Miles Ltd., with Ferranti Ltd. as sub-contractors, this modern simulator is a far cry from the old Link Trainer concept, used years ago to train aircrew.

The Sea King simulator is a realistic training aid for both pilots and rear cabin crew. The section used for pilot training is an exact copy of the actual aircraft cockpit, with realistic flying motion provided by a system of hydraulic jacks. The other part of the simulator is a reproduction of the aircraft cabin, for observer and crewman training.

And then there were ten

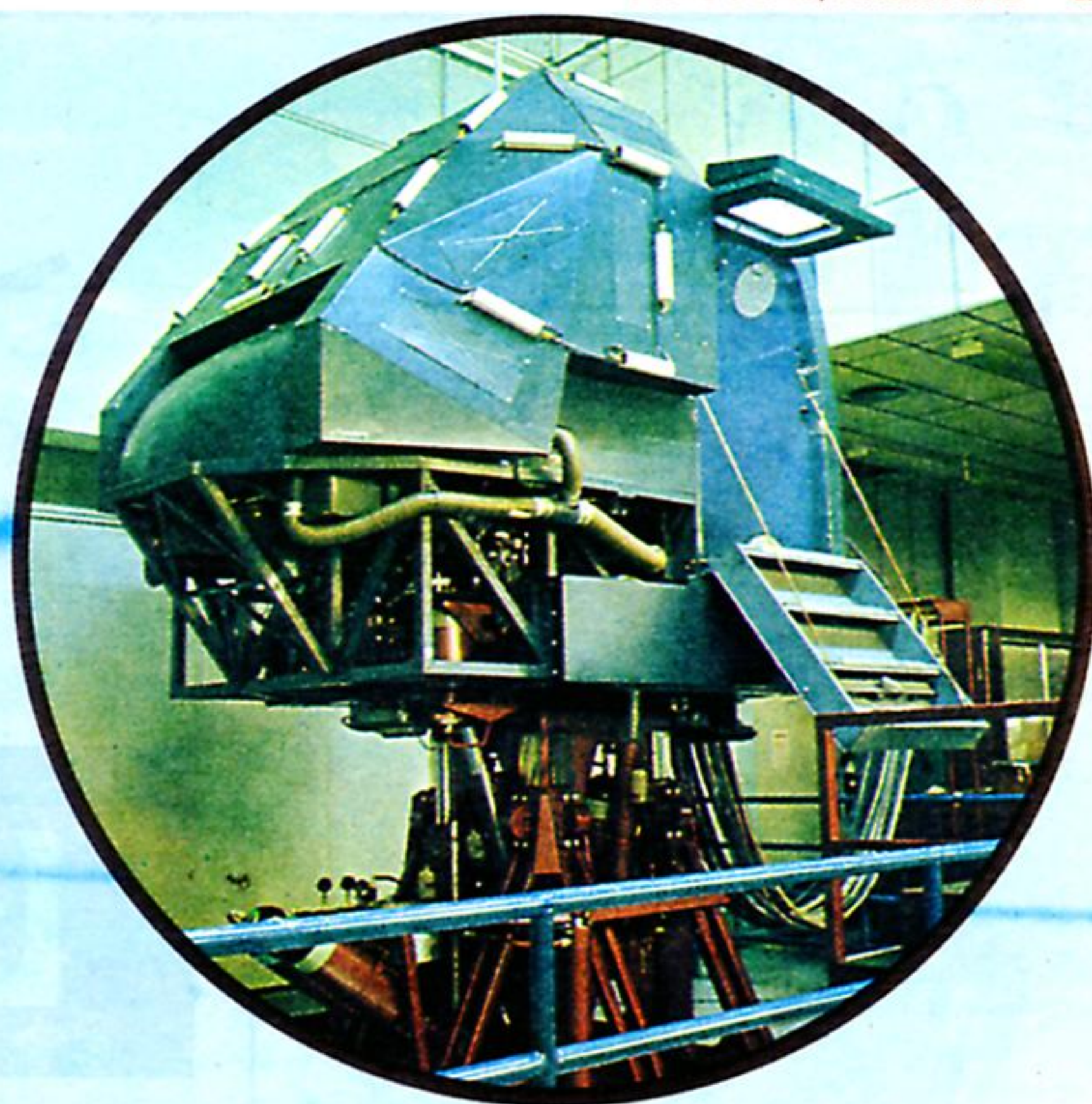
Before you say "I've seen that picture before," count the number of Sea Kings ... 706 Squadron have made this formation fly-past an annual event — and a challenge for the maintainers at Cudrose — by adding one aircraft to the line-up each year. The ten Sea Kings pictured over St Michael's Mount were led by the squadron's commanding officer, Lieut.-Cdr. Roy Swales.



Here are two views of the Sea King simulator's "mission control," with (above) Lieut. J. S. M. Chandler, the senior observer, at the observer's control panel and (right) Lieut. G. J. P. Wingate, officer-in-charge, setting up the "flight environment" before a pilot's instructional sortie.

All full colour pictures by Leading Wren (Phot) Sandy Hill





SEVENTY FLYING HOURS A WEEK — BUT THIS 'SEA KING' NEVER LEAVES THE GROUND!

initials S.A.R. commonly stand for Search And Rescue — a term applied to the provided by the Royal Navy. Many of the hazardous and courageous exploits which helicopters and men based at Britain's largest helicopter base, the R.N. air station at Poole, that the Fleet Air Arm has an "aircraft" which provides a variation on the S.A.R. 70 hours a week, in all weathers, even when all other aircraft are grounded due to bad weather. S.A.R. stands for Safe And Reliable. . .

Individual training for "front" and "back" seats can take place at the same time — but totally independently — or the two parts can be electrically united to enable a complete Sea King crew of four to carry out a full mission.

The simulator is versatile and can be used for basic training of crews before they are let loose on a real aircraft, or for complicated continuation training of front-line crews. As well as being able to simulate hundreds of combinations of aircraft malfunctions, the crews can be put into many different environments by day and by night.

External factors which are variable by the simulator include cloud base and intensity, air temperature, sea state, wind speed and direction, temperature lapse rate, and height of land above sea level. For the aircrewman and observer all functions are simulated, including submarines, ships and "non-subs" on the sonar set, and there is a realistic radar presentation for the observer, including the coastline, ships, and other aircraft.

Compared with some other simulators the Sea King instrument was to some extent under employed during its early days, when it was used only during normal working hours to train the first of the Royal Navy's Sea King pilots. The naval staff then consisted of two pilots, one observer, and one aircrewman. Today, the simulator operates daily from 0645 to 2215 — and some prospective "customers" who wish to avail themselves of training time still have to be turned away.

Like other units and ships of the Royal Navy the simulator undertakes a percentage of foreign and Commonwealth training. Many other nations have purchased varying versions of the Westland Sea King for either anti-submarine or search and rescue duties, and those trained at Culdrose to date have come from Norway, Australia, Germany, Egypt, Pakistan, Belgium, and Denmark. Many of these customers realize the great value of continuation training and their crews return regularly, for perhaps one week in every six months, to brush up on their flying procedures and handling of aircraft malfunctions.

To cope with the demand the simulator staff has been increased over the years to the present strength of five pilots, two observers, and one aircrewman. Every new Mark of Sea King produced is slightly different from the last, with different fuel and electrical systems, with varying instrumentation, aids and limitations. This poses problems for the staff, of course, and each of the pilots has now taken on the task of being the "expert" for a particular type of aircraft, as follows — Lieut. John Wingate (officer-in-charge), R.N. Sea Kings Mk1 and Mk2; Lieut. Chris Pittaway, Norway and Germany; Lieut. Paul Lea, Denmark; Lieut. Keith Thompson, Belgium and Royal Air Force; Sub-Lieut. Jim Pollard, Pakistan.

Simulator training offers many advantages over actual flying training, among them being cost and safety. According to Lieut. Wingate, the greatest advantage is in confidence building. "The old days of the simulator being a 'torture chamber' for aircrew are over," he says. "The object of the simulator staff is to make our aircrews want to visit the simulator, in order to build up their confidence in themselves and their ability to deal in a totally logical and professional manner with any set of circumstances or situation which they may come upon when flying operationally."

The pilot in the "hot seat" is Oberlieutenant Z. See Walter Keopke, of the Federal German Navy, who was pictured during training in the Sea King simulator.





"... he then rescued the aforesaid young lady from a fourth floor bathroom window shouting 'I'm a Navy fire fighter'... there being no fire at that particular time."



"Well, her superstructure's a trifle heavy and she's a bit broad in the beam, but she'll do!"

LAUGH NAVY

"Stop me if you've heard this one before!"

At the Captain's Table

"Having you before me as a defaulter will give the ship's company's morale a terrific boost, Master-at-Arms!"



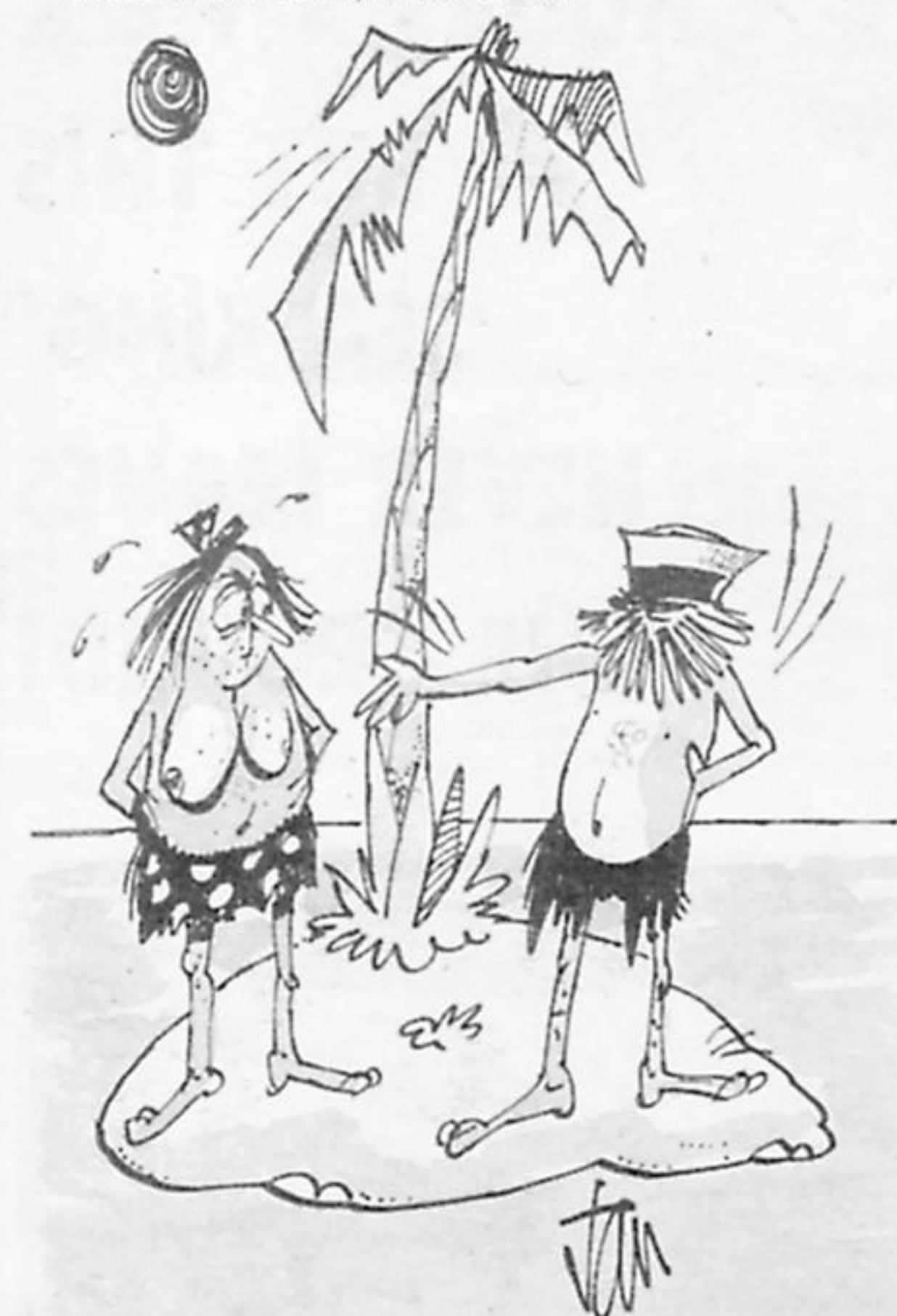
"I'm impressed with your security but would you mind surfacing and letting the captain on board."



"Only admirals slouch around like that."



"This beer is terrible, I'll be glad when I've had enough!"



"Ugly! 'Ooo said you were ugly!'"

Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Mahala (41), divorced, 5ft. 2in., brown hair, blue eyes, Portsmouth.
Julie (31), divorced, 5ft. 6in., blonde hair, blue eyes, Southampton.
Maunta (17), single, 5ft. 6in., black hair, hazel eyes, Sutton Coldfield.
Debbie (16), 5ft. 3in., blonde hair, blue eyes, London.
Manda (16), 5ft. 4in., brown hair, brown eyes, Nottingham.
Karen (16), 5ft. 5in., auburn hair, blue eyes, Nottingham.
Deborah (16), 5ft. 5in., brown hair, blue eyes, Nottingham.
Debbie (16), 5ft. 5in., brown hair, blue eyes, Bognor Regis.
Anna (21), single, 5ft., black hair, brown eyes, Malta.
Cheryl (20), single, 5ft. 2in., brown hair, blue eyes, London.
Elaine (19), single, 5ft. 3in., blonde hair, blue eyes, London.
Carol (29), divorced, 5ft. 2in., brown hair, blue eyes, Portsmouth.
Carol (16), 4ft. 9in., brown hair, hazel eyes, Newbury.
Fiona (20), single, 5ft. 6in., brown hair, brown eyes, Chesterfield.
Catherine (25), single, 5ft. 4in., auburn hair, green eyes, Frome.
Carol (22), single, 5ft. 3in., brown hair, grey eyes, London.
Frances (27), divorced, 5ft. 3in., red hair, green eyes, two daughters, Downpatrick.
Allison (22), separated, fair hair, blue eyes, Eastleigh, Hants.
Angela (27), single, 5ft. 2in., auburn hair, blue eyes, Harrow.
Karen (17), single, 5ft. 3in., brown hair, green eyes, Croydon.
Miss L. (16), 5ft. 4in., brown hair, blue eyes, Peterborough.
Kay (18), single, black hair, blue eyes, Sidcup.
Julie (17), single, 5ft. 6in., hazel eyes, Luton.
Jennifer (15), black hair, brown eyes, London.
Jackie (16), 5ft. 10in., fair hair, grey-blue eyes, Woodbridge, Suffolk.
Jo (16), fair hair, blue eyes, London.
Julia (15), 5ft. 8in., brown hair, hazel eyes, Burgess Hill.
Jo (17), single, 5ft. 4in., brown hair, brown eyes, Spalding.
Kate (15), 5ft. 3in., brown hair, brown eyes, Spalding.
Debbie (15), 5ft. 3in., fair hair, hazel eyes, Spalding.
Kirsten (15), 5ft. 5in., dark hair, dark eyes, Tavistock.
Helen (15), 5ft. 2in., auburn hair, brown eyes, Tavistock.
Hazel (25), divorced, 5ft. 5in., red hair, brown eyes, two children, Sheffield.
Janette (17), single, blonde hair, blue eyes, Glasgow.
Jackie (15), 5ft. 3in., brown hair, blue eyes, Thornton Heath.
Kim (19), single, 5ft. 3in., blonde hair, grey-blue eyes, Ilkeston, Derbyshire.
Joanne (17), single, 5ft. 3in., brown hair, brown eyes, London.
Louise (16), 5ft. 6in., brown hair, green eyes, Bristol.
Sharon (17), single, 5ft. 3in., brown hair, brown eyes, Epping.

Julie (16), 5ft. 4in., brown hair, brown eyes, Bristol.
Julie (16), 5ft. 5in., brown hair, green eyes, Hertford.
Kathleen (17), single, 5ft. 9in., fair hair, green eyes, Portadown.
Leila (17), single, 5ft. 1in., brown hair, brown eyes, London.
Lyn (17), single, 5ft. 2in., brown hair, brown eyes, London.
Hilary (16), 5ft. 8in., brown hair, blue-grey eyes, Blackpool.
Lesley (16), 5ft. 4in., brown hair, blue eyes, Oldham.
Jane (17), single, 5ft. 5in., brunette, brown eyes, London.
Jacqueline (15), 5ft. 1in., brown hair, blue-green eyes, Nottingham.
Jill (17), single, 5ft. 6in., fair hair, hazel eyes, Devizes.
Linda (16), 5ft. 4in., brown hair, dark eyes, Manchester.
Julie (17), single, 5ft. 3in., brown hair, green eyes, Thurnscoe, Yorks.
Lorna (20), single, 5ft. 2in., brown hair, hazel eyes, Aberdeen.
Elspeth (20), single, 5ft., brown hair, hazel eyes, Aberdeen.
Helen (20), divorced, 5ft. 2in., brown hair, green eyes, Dundee.
Lillian (18), single, 5ft. 3in., brown hair, blue eyes, London.
Kathleen (40), widow, 5ft. 8in., grey hair, blue eyes, Gillingham.
Judith (22), single, 5ft. 8in., blonde hair, blue eyes, Oldham.
Joan (35), divorced, 5ft. 4in., brown hair, blue eyes, Inverness.
Jean (44), divorced, 5ft. 7in., brown hair, brown eyes, Gosport.
Janet (19), single, 5ft. 6in., brown hair, blue eyes, Chesterfield.
Lorna (18), single, 5ft. 4in., brown hair, blue eyes, Cowdenbeath.
Linda (26), single, 5ft. 8in., brown hair, blue eyes, Nottingham.
Jackie (17), single, 5ft. 1in., blue eyes, London.
Lorraine (17), single, 5ft. 4in., brown hair, blue eyes, Manchester.
Maria (17), single, 5ft. 3in., brown eyes, dark hair, Manchester.
Janet (19), single, 5ft. 3in., brown hair, green eyes, Chatham.
Karen (16), brown hair, brown eyes, Swindon.
Judith (17), single, 5ft. 1in., fair hair, blue eyes, London.
Linda (16), 5ft. 3in., brown hair, brown eyes, Barton-on-Humber.
Karen (17), single, 5ft. 3in., brown hair, brown eyes, Oxford.
Jackie (16), 5ft. 2in., blonde hair, blue eyes, Sutton.
Sheena (16), 5ft. 3in., brown hair, brown eyes, Sutton.
Jan (20), single, 5ft., dark hair, blue eyes, East Lothian.
Jackie (16), 5ft. 3in., brown hair, blue eyes, Broadstairs.
Rachel (17), single, 5ft. 2in., fair hair, blue eyes, Ormskirk.
Jackie C. (16), 5ft. 6in., brown hair, blue eyes, London.
Linda (16), 5ft. 3in., fair hair, blue eyes, Pontyclun.
Jayne (16), 5ft. 5in., brown hair, blue-grey eyes, Pontyclun.

Claire (18), single, 5ft. 5in., blonde hair, brown eyes, Huddersfield.
Janet (18), single, 5ft. 3in., brown hair, blue eyes, Bradford.
Jayne (18), single, 5ft., brown hair, grey-blue eyes, Halesowen.
Jeanette (17), single, brown hair, brown eyes, Sutton Coldfield.
Kay (15), 5ft. 7in., brown hair, blue eyes, Millom, Cumbria.
Jacqueline (15), 5ft. 8in., blonde hair, green eyes, Millom, Cumbria.
Kim (18), single, 5ft. 4in., brown hair, hazel eyes, London.
Julie (18), single, 5ft. 8in., fair hair, Halifax.
Lorraine (17), single, 5ft. 10in., brown hair, brown eyes, Ashbourne, Derbyshire.
Jane (18), single, 5ft. 2in., brown hair, blue eyes, Dundee.
Jane (16), 5ft. 2in., brown hair, brown eyes, Newbury, Berks.
Julie (22), single, 5ft. 4in., blonde hair, blue eyes, Portsmouth.
Lorraine (16), 5ft. 4in., brown hair, green eyes, Guernsey.
Julie (15), 5ft. 6in., fair hair, blue eyes, Hillingdon, Middx.
Maria (16), 5ft. 4in., blue eyes, Strathclyde.
Nicky (17), single, 5ft. 7in., blonde hair, green eyes, Harpenden.
Maria (17), single, 5ft. 2in., brown hair, blue eyes, London.
Margaret (21), single, 5ft. 3in., brown hair, grey-green eyes, Newcastle-under-Lyme.
Mandyann (16), 5ft. 3in., brown hair, hazel eyes, Gloucester.
Sally (16), 5ft. 5in., brown hair, brown eyes, Gloucester.
Margie (23), single, brown hair, brown eyes, Walsall.
Denise (23), single, blonde hair, blue eyes, Walsall.
Margaret (19), single, 5ft. 5in., black hair, brown eyes, West Lothian.
Margaret (17), single, 4ft. 11in., brown hair, blue eyes, Birmingham.
Pauline (21), single, 5ft. 4in., brown hair, blue eyes, Manchester.
Miss M. (18), single, 5ft. 6in., auburn hair, brown eyes, Leeds.
Patricia (21), single, 5ft. 5in., brown hair, brown eyes, Doncaster.
Marian (23), single, 5ft., brown hair, blue eyes, Downpatrick.
Pam (17), single, 5ft. 5in., brown hair, brown eyes, Northants.
Mandy (18), single, 5ft. 11in., brown eyes, Brentwood, Essex.
Maureen (40), divorce pending, 5ft. 6in., auburn hair, grey-green eyes, Nottinghamshire.
Maggie (18), single, 5ft. 3in., brown hair, hazel eyes, Sheffield.
Lynn (19), single, 5ft., blonde hair, blue-grey eyes, Sheffield.
Patricia (19), single, 5ft., blonde hair, blue-grey eyes, Dagenham.
Mandy (17), single, 5ft. 3in., brown hair, brown eyes, Bristol.
Marsha (19), single, 5ft. 8in., brown hair, brown eyes, Plymouth.
Teresa (16), 5ft. 6in., blonde hair, green eyes, Burton-on-Trent.
Sandra (19), single, 5ft. 3in., blonde hair, blue eyes, Camberley.
Tracey (18), single, 5ft. 7in., blonde hair, blue-green eyes, Risca, Gwent.

Sandra (17), single, brunette, brown eyes, Bradford.
Sharon (18), single, 5ft. 10in., brown hair, blue eyes, Boreham Wood.
Tracey (18), single, blonde hair, blue eyes, Sidcup.
Wendy (16), 5ft. 4in., brown hair, blue eyes, Weybridge, Surrey.
Sue (15), 5ft. 6in., blonde hair, green eyes, Corringham, Essex.
Sally (16), 5ft. 2in., blonde hair, grey eyes, Camberley.
Shirley (16), 5ft. 5in., brown hair, brown eyes, Stranraer.
Sharon (19), single, 5ft., brown hair, brown eyes, Rochester, Kent.
Shirley (17), single, 5ft. 6in., hazel eyes, Sherborne.
Lesley-Jane (16), 5ft. 4in., brown hair, green eyes, London.
Mandy (17), single, 5ft. 4in., brown hair, brown eyes, Knutsford.
Susan C. (16), 5ft. 4in., brown hair, blue eyes, London.
Verity (16), 5ft. 4in., auburn hair, blue eyes, Newquay.
Vanessa (16), 5ft. 6in., brown hair, green-brown eyes, Withersea, N. Humberside.
Teresa (19), 5ft. 2in., brown hair, brown eyes, St Austell.
Victoria (18), single, 5ft. 2in., black hair, brown eyes, Bristol.
Susan W. (19), single, 5ft. 7in., brown hair, blue eyes, London.
Sue (22), divorce pending, 5ft. 5in., brown hair, brown eyes, Mansfield.
Susan (17), single, 5ft. 4in., auburn hair, green eyes, Leeds.
Sandra (17), single, 5ft. 4in., brown hair, hazel eyes, Leeds.
Sue (24), single, 5ft. 3in., blonde hair, blue-grey eyes, Peterborough.
Wendy (18), single, 5ft. 4in., brown hair, green eyes, Wolverhampton.
Shirley (16), 5ft. 4in., brown hair, blue-grey eyes, Crewe.
Shirley (19), single, 5ft. 6in., fair hair, hazel eyes, Carlisle.
Sally (17), single, 5ft. 2in., brown hair, hazel eyes, Sutton.
Sue (16), 5ft. 8in., brown hair, blue-grey eyes, Sutton.
Eileen (34), single, 5ft. 8in., brown hair, Portsmouth.
Judith (20), single, 5ft. 5in., auburn hair, hazel eyes, Reading.
Julia (18), single, 5ft. 3in., brown hair, hazel eyes, Reading.
Julie (18), single, 5ft. 3in., brown hair, green eyes, Reading.
Susan (21), single, 5ft. 4in., brown hair, blue eyes, Newcastle.
Sue (18), single, fair hair, blue eyes, one daughter, Portsmouth.
Sharon (17), single, brown hair, hazel eyes, Nottingham.
Val (17), single, 5ft. 5in., fair hair, hazel eyes, Ellesmere Port.
Tina (16), 5ft. 6in., brown hair, brown eyes, Nottingham.
Tina (16), 5ft. 5in., brown hair, brown eyes, Chippingham.
Renie (16), 5ft. 6in., brown hair, blue eyes, London.
Shereen (16), 5ft. 7in., black hair, brown eyes, Hillingdon.

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POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

*Intermediate, i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who have been advanced during January, 1978.

Extracts of WRNS advancement rosters are given where an examination is required to qualify for the higher rate. WRNS ratings in the MT, TEL, EDUC, D HYG, and QA categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)RS(W) — Int (9.4.76), Nil; LSE(W)LRQ(W) — Dry, 1: PO(M) — Int (5.1.76), 5: LS(M) — Dry, 6: PO(R) — Int (29.6.76), 9: LS(R) — Dry, 6: PO(S) — Int (8.4.77), 8: LS(D) — Int (18.11.77), 4: PO(D) — Dry, Nil; LSI(D) — Dry, 1: PO(MW) — 131; Nil; LSI(MW) — Int (12.7.77), Nil; PO(SR) — Dry, Nil; LSI(SR) — Int (1.8.77), Nil; POPT — 139; Nil; RPO — 272, 2: RS — 275, 4: LRO(I) — Int (15.3.77), Nil; CY 340, 2: LRO(I) — Int (12.7.77), 1: PO(S) (SM) — Int (1.9.77), 2: LRO(SM) — Dry, 4: RS(SM) — Int (19.8.76), 1: LSI(UW) (SM) — Dry, Nil; POMEM — Dry, 15: LMEM — Dry, 30; POCEL — Dry, 1: LCEM — Int (28.9.77), 2: POEL — Int (14.4.77), 7: LOEM — Int (23.9.77), 13: POEL — Int (15.12.76), 13: LREM — Int (4.10.77), 14.

POWTR — 148, Nil; LWTR — Int (29.10.76), Nil; POSA — 289, Nil; LSA — Int (16.3.76), Nil; POCA — Int (13.9.76), Nil; LCA — Int (15.4.77), Nil; POCK — 435, Nil; LCK — 221, Nil; POSTD — 356, Nil; LSTD — 240, Nil; POMA — 225, 1: LMA — 204, 3.

POAF(POAM/AE) — 173, Nil; LAM(AE) — 131, Nil; POEL(A) — 239, Nil; LEM(A) — 138, Nil; POEL(A) — Int (19.3.76), 2: LREM(A) — Int (8.12.76), 4: POEL(AW) — Int (14.4.76), 3: LEM(AW) — Int (29.7.76), 2: POA(AH) — 287, 1: LA(AH) — 266, 1: POA(SE) — 606, Nil; LA(SE) — Int (14.12.76), Nil; POA(PHOT) — 500, 1: POA(MET) — 120, Nil; POACMN — 217, 1: POWREN AF(AE) — 116, 1: LWREN AM — 172, 1: POWREN CK — Int (11.3.77), Nil; LWREN CK — Int (4.3.77), Nil; POWREN DSA — 89, Nil; LWREN DSA — Int (25.6.76), 1: POWREN MET — 68, Nil; LWREN MET — Int (1.6.77), Nil; POWREN PHOT — 95, Nil; LWREN PHOT — 76, Nil; POWREN R — 170, Nil; LWREN R — Int (18.2.76), 2: POWREN RS — Int (16.3.76), 1: LWREN RO — Int (16.3.76), 3: POWREN STD(G) — 130, Nil; LWREN STD(G) — 125, Nil; POWREN STD(O) — Int (12.5.77), Nil; LWREN STD(O) — Int (20.1.77), 1: POWREN SA — Int (24.3.76), Nil; LWREN SA — Int (23.7.77), 1: POWREN TSA — 335, Nil; LWREN TSA — 221, Nil; POWREN WA — Int (18.2.77), 3: LWREN WA — 94, 2: POWREN WTR(G) — Int (22.3.76), Nil; LWREN WTR(G) — Int (16.2.76), Nil; POWREN WTR(P) — 142, Nil; LWREN WTR(P) — Int (21.6.76), 2: LWREN WTR(S) — Int (18.10.77), 1: POWREN DH — Int (6.5.77), Nil.

Promotions

Authorization for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(M) — B. E. Robbins (Dartmouth), T. C. Wilderspin (Apollo).
To CPO(R) — R. C. Briney (Active), J. C. Townson (Raleigh).
To CPO(S) — P. J. Hedge-Holmes (Eskimo), G. E. Dalley (Vigilant, Cochrane).
To CPO(EW) — M. D. Child (Galatea).
To CPOPT — M. J. P. Shone (Temeraire), R. C. Dunkley (Dartmouth), B. R. W. White (RAF Llanvst), R. G. Thomas (Kent).

OPERATIONS BRANCH (COMMUNICATIONS)

To CRS — G. A. Say (Warrior), W. J. Baker (Arrow), M. J. Clifford (Hermes), J. W. Everett (London).

SUBMARINE SERVICE

To CPO COXN — A. Solman (Olympus).

REGULATING BRANCH

To MAA — A. Panter (Guernsey), D. Aveyard (Ajax), W. G. M. Smart (Cochrane), A. K. Hemsley (Dolphin).

SUPPLY & SECRETARIAT

To CPOWTR — D. McQuitty (Centurion), J. L. Trivett (Raleigh).
To CPOSA — P. F. H. Robinson (Rooke), P. R. George (Warrior), T. K. Thompson (Devonshire), A. K. Nicklin (Hecla), A. Bradley (Devonshire).
To CPOCK — J. G. Jones (Saker).
To CPOSTD — J. S. Rhodes (Britannia).
To CPOCA — B. Schofield (Forest Moor), P. A. Downes (Caledonia).

MEDICAL BRANCH

To CMT — M. J. Slaney (RNH Haslar), E. F. Norton (RNH Haslar).
To CPOMA — J. D. Clinton (Excellent), D. Crockett (RNH Plymouth).

WEAPONS ELECTRICAL

To CCEL — C. J. Bell (Dido).
To COEL — R. P. Williams (Ocelot), J. M. K. Steer (Dolphin).

FLEET AIR ARM

To CPOAMN — D. J. D. Fowles (Devonshire).
To CEL(A) — R. E. Whitworth (Antrim), N. J. L. Roddis (Osprey), A. P. Stubbs (Daedalus).
To CREL(A) — T. H. Walker (819 Squadron).

DIARY DATES

The latest list of "diary dates" issued by the Department of Naval Recruiting indicates that Royal Marines Bands will be busy during March and April.

MARCH

1-11 R.M. Exhibition, Sheffield.
2 Concert at Deal.
6-15 Schools and Units Tour, N. Ireland.
10 Marching Display, London.
11 Blackpool Civic Concert.
12 Hastings Concert (provisional booking).
13-17 Blackpool School Tour (provisional).
16 Concert at Deal.
17 Liskeard Mayor's Parade.
23 Bedworth Concert, Warwick.
26 Redruth Concert.

APRIL

3-8 Royal Festival Hall Concert.
6 Concert at Deal.
9 Rochdale Civic Concert.
15 Stockton Spring Fling.
15 Tunbridge Wells Concert.
15 Southampton Civic Concert.
16 Hastings Concert.
20 Concert at Deal.
22-23 Zeebrugge Celebrations.
24 Bristol Boat Show.
25 CTCRM Concert.
29 Burma Star Concert, Royal Albert Hall.
30 Band Concert, Paignton.

The Royal Navy will also be represented at the following events — Ideal Homes Exhibition, London, March 6 — April 1 (R.N. stand); Easter Parade, Battersea, March 26 (model of H.M.S. London); Ship visit to Holyhead, April 21-25; Dolphin Fair, Haywards Heath, April 29.

SHOWCALL SERVICE

Those responsible for booking entertainment for the many naval clubs which are now operating may be interested in obtaining a copy of Showcall 77-78, a directory listing artists and acts. This is free to bookers responsible for employing professional artists on a regular basis, from The Stage, at 19-21 Tavistock Street, London, WC2E, 7PA.

THE NAVAL CHRISTIAN FELLOWSHIP

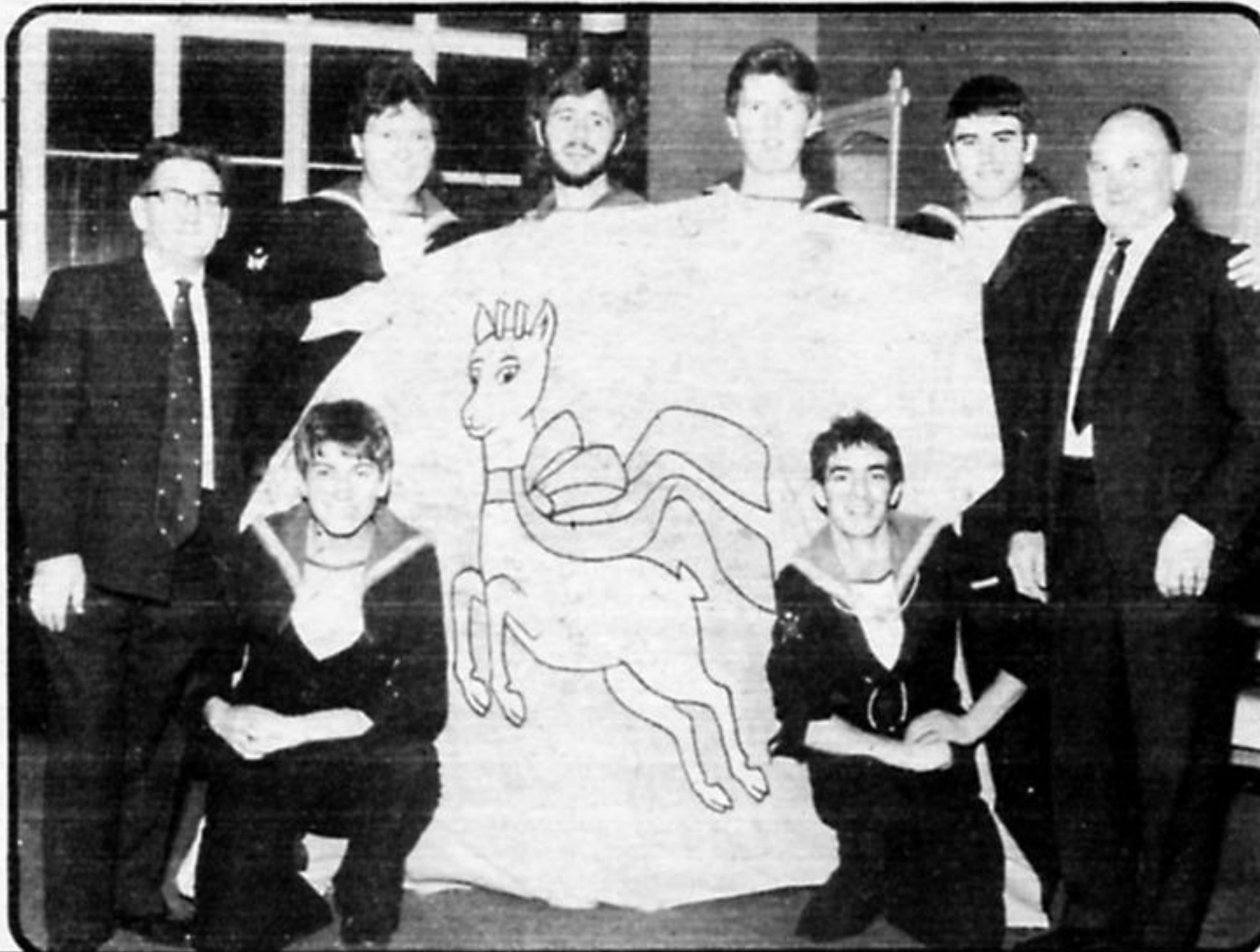
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Flag of friendship

The similarity between the badge of H.M.S. Active and the Babycham motif — they both feature a chamois — has led to a liaison between the Type 21 frigate and Showerings Ltd., of Shepton Mallet, who make Babycham.

During a visit to the factory by members of the ship's company the affiliation was strengthened by the presentation to the ship of a special Babycham flag. Pictured here with two members of the Showerings Social Club committee are (standing, left to right): ROIT(T) G. Topping, LS(R) M. A. Paterson, MEM I. Hewitson, and MEM T. G. Hayter; kneeling, S(S) R. M. Burton and AB(R) A. Walker.



Pen Pals

Valerie (16), 5ft. 2in., brown hair, blue eyes, London.

Shelley (17), single, 5ft. 4in., fair hair, brown eyes, Bournemouth.

Tina (18), single, 5ft. 2in., blonde hair, green eyes, Sherborne.

Susan O. (18), single, 5ft. 6in., blonde hair, grey eyes, London.

Tina (19), single, blonde hair, brown eyes, Liverpool.

Wendy (18), single, 5ft. 5in., brown hair, hazel eyes, Liverpool.

Susan (16), 5ft. 3in., brown hair, blue eyes, Dunstable.

Allison (17), single 5ft. 2in., blonde hair, blue eyes, Newcastle.

Heather (18), single, 5ft. 3in., black hair, brown eyes, Ashbourne, Derbyshire.

Julie (17), single, 5ft. 5in., blue eyes, Neath, Glam.

Jenny (17), single, 5ft. 5in., blue eyes, Neath, Glam.

Sheila (18), single, brown hair, blue eyes, Brerley Hill, W. Midlands.

Fiona (16), dark hair, blue eyes, Cheddar.

Christine (15), 5ft. 2in., fair hair, blue eyes, Newcastle-upon-Tyne.

Lorraine (19), single, 5ft. 5in., brown hair, blue eyes, Long Eaton, Notts.

Karen (19), single, 5ft. 5in., blonde hair, blue eyes, Derby.

Maureen (20), single, 5ft. 7in., dark hair, blue eyes, Monmouth.

Hilary (20), single, 5ft. 7in., dark hair, blue eyes, Monmouth.

Karene (18), single, 5ft. 4in., brunette, brown eyes, Kilmarnock.

Helen (20), single, 5ft. 4in., brown hair, blue eyes, Halifax.

Nicola (17), single, 5ft. 1in., ginger hair, hazel eyes, Bliston, W. Midlands.

Tina (17), single, brown hair, brown eyes, Westcliff-on-Sea.

Sarah (15), 5ft. 3in., brown hair, blue eyes, Colshill, Warks.

Allison (19), single, 5ft. 1in., blonde hair, grey eyes, Loughton, Essex.

Caroline (17), single, 5ft. 6in., ginger hair, green eyes, Newark, Notts.

Ruth (16), 5ft. 2in., blonde hair, blue eyes, Strinsshire.

Rosemary (16), 5ft. 4in., brown hair, blue eyes, Strinsshire.

Debra (17), single, 5ft. 4in., brown hair, green eyes, Bradford.

Joan (18), single, 5ft. 3in., brown hair, grey-blue eyes, Bradford.

Janet (16), 5ft. 3in., blonde hair, brown eyes, Preston, Lancs.

Debra (16), 5ft. 3in., brown hair, hazel eyes, Mitcham, Surrey.

Tracey (16), 5ft. 6in., dark hair, blue eyes, Witney, Oxon.

Avril (16), 5ft. 8in., blonde hair, blue eyes, Brechin.

Edwina (16), 5ft. 5in., brown hair, blue eyes, Bolton.

Wendy (17), single, 5ft. 5in., blonde hair, blue eyes, Crewe.

Linda (16), 5ft. 4in., brown eyes, Bradford.

Jacqueline (16), 5ft. 6in., grey-blue eyes, Bradford.

Mary (17), single, 5ft. 4in., brown eyes, Kilrush, Co. Clare.

Liz (17), single, 5ft. 8in., red hair, grey eyes, Hungerford, Berks.

Tish (24), single, 5ft. 9in., blonde hair, green eyes, Felixstowe.

Tracy (20), single, 5ft. 1in., brown hair, green eyes, London.

Janette (16), 5ft. 3in., brown hair, blue eyes, Linitgow.

Marion (16), 5ft. 5in., fair hair, blue eyes, Talaght, Co. Dublin.

Anwen (22), single, 5ft. 3in., brown eyes, Holyhead, N. Wales.

Ruth (17), single, 5ft. 2in., blonde hair, blue eyes, Stow-on-the-Wold.

Christine (17), single, 5ft. 8in., brown hair, blue eyes, Preston, Lancs.

Tracy (17), single, 5ft. 4in., brown hair, green eyes, Sturminster Newton.

Janet (17), single, brown hair, grey eyes, Wrexham.

Sandra (17), single, black hair, brown eyes, Portstewart, Co. Londonderry.

Caroline (16), fair hair, blue eyes, Portstewart, Co. Londonderry.

Carole (17), single, 5ft. 6in., blonde hair, green eyes, Twickenham.

Sheila (16), 5ft. 1in., brown hair, blue eyes, Downham Market, Norfolk.

Suzanne (16), brown hair, brown eyes, Bolton, Lancs.

Dawn (16), 5ft. 11in., brown hair, hazel eyes, Yeovil.

Kay (17), single, 5ft. 4in., brown hair, blue eyes, Clydach Vale, Rhondda.

Gaynor (16), 5ft. 3in., fair hair, brown eyes, Feltham, Middx.

Linda (16), 5ft. 5in., brown hair, green eyes, Burton-on-Trent.

Janet (18), single, 5ft. 5in., brown hair, brown eyes, Sheffield.

Jan (21), single, 5ft. 4in., brown hair, Spenny Moor, Co. Durham.

Tina (16), 5ft. 4in., green-blue eyes, Old Welwyn, Herts.

Beverley (19), 5ft. 1in., brown hair, brown eyes, London.

Mary (18), single, 5ft. 4in., blonde hair, blue eyes, London.

Angela (19), single, 5ft. 4in., brown eyes, Warley, W. Midlands.

Susan (17), single, 5ft. 7in., brown hair, blue eyes, Bradford.

Runa (16), black hair, brown eyes, Preston, Lancs.

Linda (17), single, 5ft. 4in., brown hair, green eyes, St Helens, Merseyside.

Angie (16), 5ft. 8in., blonde hair, blue eyes, Liverpool.

Marcia (16), 5ft. 7in., black hair, brown eyes, Hitchin, Herts.

Debbie (16), 5ft. 3in., auburn hair, blue eyes, Rochdale.

Tricia (16), auburn hair, green eyes, slim, Oldham, Lancs.

Lorraine (20), single, 5ft. 7in., brown hair, blue eyes, Bordon, Hants.

Janie (46), widow, 5ft. 1in., dark hair, brown eyes, slim, Glasgow.

Linda (17), single, 4ft. 11in., brown hair, blue eyes, St Helier, Jersey.

Ruth (16), 5ft. 4in., brown hair, blue-green eyes, Peterhead, Aberdeenshire.

Karen (19), single, 5ft. 6in., dark hair, dark eyes, Hayes, Middx.

Michele (15), 5ft. 4in., blue-grey eyes, Bristol.

Valerie P. (19), single, 5ft., brown hair, blue eyes, London.

Kay (18), single, 5ft. 3in., brown hair, blue eyes, Heanor, Derbyshire.

Carol (15), 5ft. 4in., brown hair, blue eyes, Bristol.

Julia (15), 5ft. 6in., brown hair, blue eyes, Stoke-on-Trent.

Inez (18), single, 5ft. 4in., brown hair, blue eyes, Salford.

Toni (15), 5ft. 3in., brown hair, blue eyes, Tiptree, Essex.

Tracey (16), 5ft. 6in., brown hair, brown eyes, Taunton.

Patricia (18), single, 5ft. 5in., brown hair, brown eyes, Castelford, W. Yorks.

Jackie (16), 5ft. 1in., brown hair, blue eyes, Wakefield, Yorks.

Helen (16), 5ft. 5in., brown hair, blue eyes, Bristol.

Tracy (15), 5ft. 3in., dark hair, dark eyes, Dorking, Surrey.

Eileen (15), blonde hair, green eyes, London.

Susan (18), single, 5ft. 2in., blonde hair, green-blue eyes, Hitchin, Herts.

Tabitha (19), single, 5ft. 4in., fair hair, green eyes, Lancaster, Lancs.

Andrea (16), 5ft. 1in., blonde hair, blue eyes, Warmsworth, S. Yorks.

Susan (20), single, 5ft. 7in., dark hair, blue eyes, slim, Hartlepool.

Ruth (16), 5ft. 3in., brown hair, blue-grey eyes, Manchester.

Arlene (18), single, 5ft. 5in., dark hair, hazel eyes, Glasgow.

Sharon (16), 5ft. 7in., blue eyes, Shrewsbury.

Carolyn (17), single, 6ft., brown hair, grey eyes, Wakefield, W. Yorks.

Julie (17), single, 5ft. 7in., auburn hair, brown eyes, Wakefield, W. Yorks.

Patricia (21), single, 5ft. 3in., dark hair, dark eyes, Harrogate.

Joanne (15), 5ft. 2in., brown hair, brown eyes, Stoke-on-Trent.

Margaret (15), 5ft. 1in., brown hair, green eyes, Stoke-on-Trent.

Deborah (18), single, 5ft. 6in., blonde hair, blue eyes, Fife.

Beverley (16), 5ft. 3in., blonde hair, blue eyes, Shoburness.

Miss S. (26), single, 5ft., brown hair, green eyes, slim, Sutton.

Tracey W. (17), single, 5ft. 4in., brown hair, green eyes, London.

Anne (23), divorced, 5ft. 3in., brown hair, blue eyes, one son (4), Derby.

Janette (21), single, 5ft. 2in., fair hair, blue eyes, Kirkcaldy.

Vanessa (22), single, 5ft., brown eyes, fair hair, Kirkcaldy.

Toni (15), 5ft. 5in., fair hair, blue-green eyes, Woldingham, Surrey.

Philippa (15), brown hair, green eyes, Chelmsford.

Deb (16), 5ft. 8in., red hair, blue eyes, Farnham, Surrey.

Ruth (16), 5ft. 1in., black hair, blue eyes, Warrington.

Christine (19), single, 5ft. 4in., blonde hair, blue eyes, Ayr.

Karen (16), 5ft. 9in., brown hair, blue-green eyes, Bristol.

Tina (18), single, 5ft. 4in., auburn hair, green eyes, Market Drayton.

Carole R. (17), 5ft. 6in., brown hair, blue eyes, London.

Marie (16), 5ft. 3in., brown hair, hazel eyes, Waltham Abbey.

Jill (17), single, 5ft. 3in., brown hair, brown eyes, Telford.

Karen (17), single, 5ft. 4in., brown hair, blue eyes, Hebburn, Tyne and Wear.

Carolyn (16), 5ft. 5in., blonde hair, blue eyes, Chesterfield.

Lynette (17), single, 5ft. 6in., auburn hair, blue eyes, Huddersfield.

Diane (20), single, 5ft. 5in., brown hair, green-blue eyes, Halifax.

Wendy (15), 5ft., dark hair, brown eyes, Birmingham.

Deborah (15), 5ft. 7in., brown hair, hazel eyes, Bexley Heath.

Julie (18), single, 5ft. 5in., brown hair, brown eyes, Hoddeston, Herts.

Penny (17), single, 5ft. 4in., blonde hair, green eyes, London.

Inga (17), single, 5ft. 6in., brown hair, blue eyes, Stockport.

Pat (22), single, 5ft. 4in., brown hair, Birkenhead.

Joanna (20), single, 5ft. 1in., blonde hair, blue eyes, London.

Dympna (19), single, 5ft. 3in., brown hair, blue eyes, Rathlee, Co. Sligo.

Karen (17), single, 5ft. 3in., brown hair, brown eyes, Ilford.

Chris (19), single, 5ft. 1in., brown hair, brown eyes, Birmingham.

Ann (17), single, 5ft. 3in., brown hair, brown eyes, Bandon, Co. Cork.

Deb (16), 5ft. 5in., blonde hair, grey-blue eyes, London.

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RIGHT ROYAL EVENT FOR YACHTIES

Commander the Prince of Wales was guest of honour at the reunion dinner of past and present Royal Yachtsmen in the Guildhall, Portsmouth, in January.

The 17th reunion was attended by 40 Yachtsmen who served in H.M.Y. Victoria and Albert; 260 former Britannia Yachtsmen, and 70 officers and ratings at present serving in the Royal Yacht Britannia.

During the evening Rear-Admiral Hugh Janion, Flag Officer Royal Yachts, presented Prince Charles with a blue tie bearing the Royal and naval crowns — normally only worn by "yachties." The Prince was

also informed that past and present Yachtsmen had donated £700 to the Queen's Silver Jubilee Appeal.

Among those introduced to the Prince was Mr. Sam Weaver (ex-Victoria and Albert), who is seen in this picture by LA(Phot) Tom Suddes. In the centre of the picture is Rear-Admiral Janion. Another man who met Prince Charles was Mr. Bill Hartley, aged 88, who began the Royal Yacht reunions 34 years ago.



BRANCH NEWS

Battersea

On the occasion of the 90th birthday of Shipmate Bill Hawkes, the oldest member of the branch, shipmates visited his home to help him to celebrate the event. Bill, who left the Royal Marines with a pension in 1927, is still able to "see his tot off" with the best of 'em!

Crosby

The branch hosted the No. 10 Area annual meeting which was attended by many other branches. An excellent buffet was provided by the ladies. During the same week-end members of the ship's company of H.M.S. Nubian were entertained. The home team beat the ship's team in a friendly soccer match, after which it was "Up Spirits" at the club. The branch president, Lieut.-Cdr. John Lee, has been awarded the Gold Badge of the Royal British Legion for his work on behalf of their services committee.

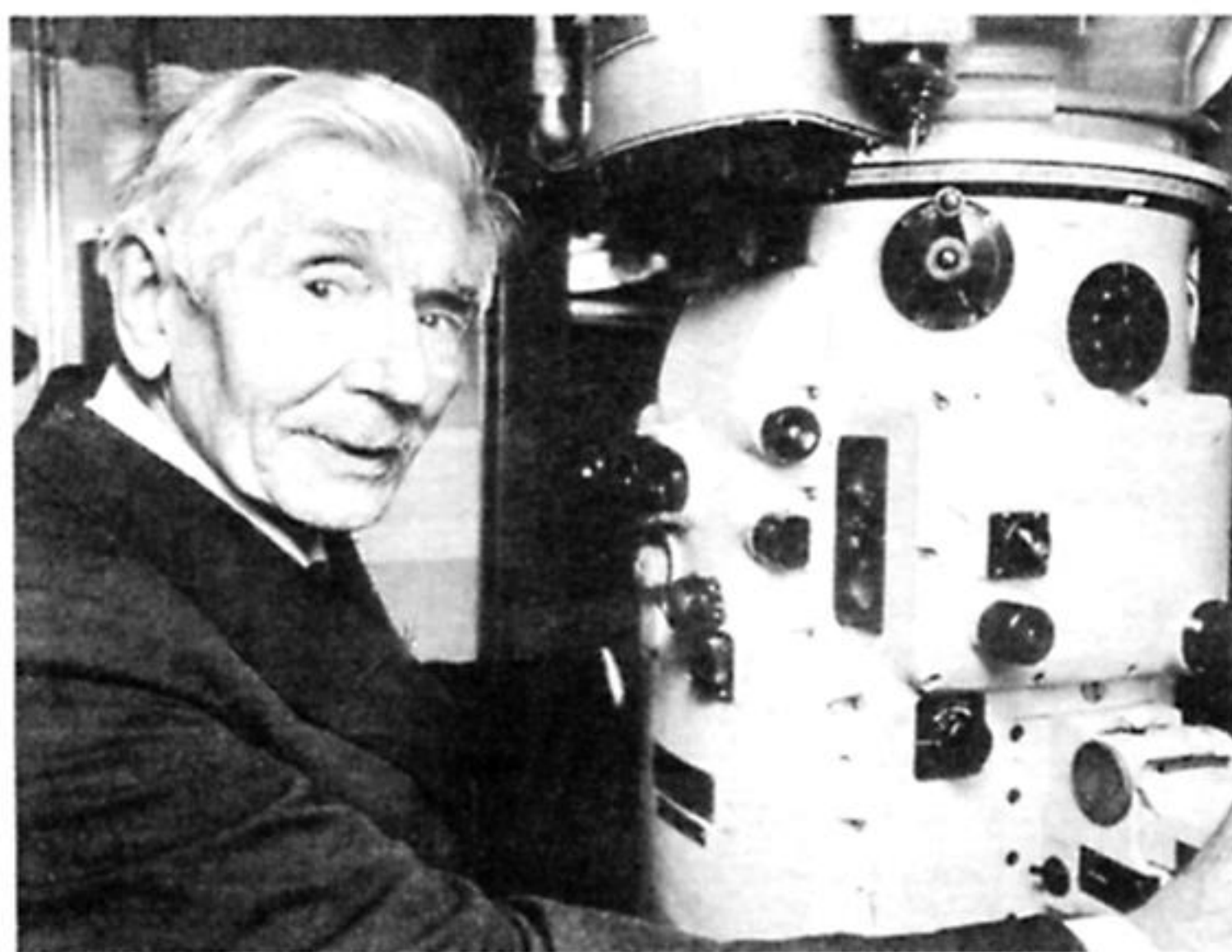
Cwmbran

H.M.S. Hermione's visit was a great success and reports from the ship's company indicate that Newport is high on their list of good ports. Shipmate C. Sutton, branch chairman, and the committee made every effort to ensure it was a good run ashore.

Stoke-on-Trent

Shipmate Jack Hess is an ex-submariner. He is an active member of the Stoke-on-Trent Branch of the Royal Naval Association. And he's 92... Not surprisingly, the members of the Stoke branch are proud of their oldest member and they enjoy listening to his fund of stories about life in submarines during the First World War. A former chief engineroom artificer, Jack may not be the oldest submariner around, but he must be one of the most active. This picture was taken when he travelled to Liverpool, where he received V.I.P. treatment on board the nuclear-powered submarine H.M.S. Courageous.

Picture: Liverpool Post & Echo



Gosport

Everyone enjoyed the branch "At Home" which brought many old friends and shipmates together for a happy gathering. Guests included members of the Lee-on-Solent Branch of the Royal British Legion; Portsmouth and Newbury Branches of the Royal Naval Association; Portsmouth Royal Naval Old Comrades Association, and Gosport Royal Marines Association.

Harlow

The 21-year-old branch has never had its own headquarters and with a rapidly expanding membership everyone hopes that 1978 may be a turning point, so that shipmates will be able to return hospitality under their own roof. At the annual meeting it was agreed to propose Shipmate George Trott and Shipmate Vic Clare, two of the remaining six founder members, for life membership.

Harrogate

New Year Guest Night at the Kensington Hotel, Bradford, was well attended and greatly enjoyed by all. It was good to meet old friends from Bradford Royal Marines Association; from neighbouring R.N.A. branches of Scunthorpe, Doncaster, and Leeds, and to welcome the ladies from Bradford and Scunthorpe branches of the Association of Wrens. During the evening Shipmate Don Crabtree, president of No. 11 Area and national vice president, presented life membership to Shipmate John Rushton, branch chairman, and to Shipmate Joyce Wilcock, branch welfare officer.

Wigston

As a gesture of thanks for hospitality received by serving members of the Gosport Branch R.N.A. who were stationed in Leicester during the firemen's strike, the Wigston Branch received a Gosport plaque to add to their collection.

Hereford

The tenth annual meeting of the branch was attended by 42 members, who re-elected the chairman, secretary, treasurer, social secretary and welfare officer. Shipmate D. Howes was elected vice-chairman. The branch annual dance is to be held on Friday, July 7, at Park Hall, Wormelow, with Viscount Portman as guest of honour. A savings scheme is now in operation for members planning to attend the 1979 reunion in London. Work has also started on the organization of the No. 7 Area Trafalgar Day parade and service on October 21.

Scunthorpe

The warmth of the welcome which awaited H.M.S. Ariadne, Scunthorpe's adopted ship, when she docked at Grimsby for a five-day visit, made up for the freezing weather at the time. A fleet of coaches was provided to enable members of the ship's company to take part in the many social events planned for the ship's visit. These included a social night held at branch headquarters, and the St Valentine's Day dance at Baths Hall. During the visit members of the local branch of the WRNS Association were given a conducted tour of the ship.

Stratford-upon-Avon

An increase in membership has forced the branch to move to One Elm Inn, Guild Street, where visitors will be most welcome. Before leaving the old billet — the Oddfellows Arms — Shipmate Ken Birch (chairman) paid tribute to the proprietors, Frank and Mabel Powell and thanked them for the hospitality they had extended to members over the years. As a mark of appreciation the branch presented them with an engraved silver salver. Members paid a tribute of a different kind to their wives when they decided to invite them to dinner. To the ladies' delight, shipmates prepared the meal, did the cooking, decorated the tables, served the meal, and also did the washing up! Among the willing hands were Shipmate Bernard Beale (Area president) and Shipmate John Shakespeare (Area chairman). Congratulations are extended to Shipmate Shakespeare on being made a Life Member. Mrs. Beale, on behalf of the ladies, thanked the branch for a wonderful meal and a memorable evening.

Torrey

The branch's annual reunion dinner was held at the Trecarne Hotel, Babbacombe, on Friday, January 20. The principal guest was Capt. P. W. Greening, the captain of Britannia Royal Naval College, Dartmouth, who was accompanied by Mrs. Greening. During the evening the branch chairman, Lieut.-Cdr. L. W.

Dudley, R.N.R., gave a progress report on the activities of the branch in the past year. Capt. Greening proposed the toast to the Royal Naval Association and Miss Rosemary Devenport, chairman of the Torbay branch of the Association of Wrens, replied to the toast.

West Bromwich

More than 200 members and friends attended the branch annual dinner and dance at the Gala Suite of West Bromwich Baths on February 11. Life member Shipmate Gordon Williams was guest of honour in recognition of his work as branch secretary for more than 25 years. The spotlight also fell on Shipmate Ernie Bevan, club and branch treasurer, whose outstanding service during the past 12 months earned him the title of Shipmate of the Year.

Shipmate Les Basford (branch president) paid tribute to the guests and invited all ex-matelots and marines to make contact with him at the club premises in Bull Lane, West Bromwich.

Tunbridge Wells

A jubilee appeal concert, being organized by the Mayor of Tunbridge Wells, is to be held in the

Assembly Hall on Saturday, April 15. The concert is to have a nautical flavour and will feature the Band of the Royal Marines, and the Tunbridge Wells Orpheus choir. The guests of honour will be Admiral Sir Terence Lewin (First Sea Lord) and Lady Lewin. Vice-Admiral Ernle Pope, president of the Royal Naval Association, and Lady Pope will also attend. There has been a superb response from branches in No. 2 Area, who will parade their standards on the occasion. Similar response from branches in other areas would be welcomed. Tickets (£2 each) are available from Shipmate D. Murdoch, branch secretary, Petersfield, 78, St James' Park, Tunbridge Wells, Kent, TN1 2LL.

Wolverhampton

Shipmates from Wolverhampton who attended the parading of the Colours of the Earl of St Vincent at Stone on Sunday, February 12, wish to express their appreciation to members of the Stone Branch for providing such excellent hospitality and refreshments. They also say "thank you and well done" to the band and guard from H.M.S. Collingwood who enhanced the ceremonial and gave a performance true to tradition, despite a snow storm.

A gift from lads who kept the flag flying



The White Ensign which proudly flew from Leicester's Green Goddess during the firemen's strike has been presented to the Leicester Senior Service Association. It bears the names of all the sailor-firemen in the team and is now one of the Association's proudest possessions. Members of the association are planning to visit their new-found friends when they travel to Portsmouth in April. They hope to visit H.M.S. Dolphin and H.M.S. Vernon, where some of the former firefighters are serving.

Picture: Leicester Mercury

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Southend-on-Sea

At the annual meeting, attended by about 40 members, it was agreed that the main aim of 1978 should be to get the branch its own headquarters. After many years as branch treasurer, Shipmate Alf Harvey has handed over the job to his able assistant, Shipmate John Bradbury. Shipmate Doug Schooley was chosen as the branch's first publicity officer.

Patrol Service charity cheque

The Royal Naval Patrol Service Association has presented £426 to the appeal for dependants of those lost in the Boston Sea Ranger tragedy. The money was raised by a film and slide show, organized by Mr. Jack Rose and Mr. Reg Pye (secretary), which attracted 750 people to the theatre in the Association's headquarters.

BRANCH NEWS

Bishop's Stortford

A healthy balance sheet was presented at the 30th annual meeting at which the following officers were elected: chairman, Shipmate Bernard Brown; vice-chairman and delegate, Shipmate Eric Taylor; secretary, Shipmate Doug Martin; treasurer and social secretary, Shipmate Ken Williams; standard bearer and P.R.O., Shipmate Alan Kendall; welfare officer, Shipmate Tom Lynch. Plans for the annual dinner on May 6 are well in hand.

Ellesmere Port

About 80 shipmates and members of the Merseyside Branch of the Submarine Old Comrades' Association will travel to Malta in March for a week's holiday. Most have happy memories of the island from their days in the Royal Navy, Royal Marines, or WRNS. The oldest member of the party will be 71-year-old ex-Chief Stoker Bill Kibbey, who was with the 10th Submarine Flotilla during the defence of the island in the Second World War. Many social events and visits have been arranged to ensure that the visitors have a memorable time.

Newton Abbot

A marvellous meal of haggis, swede and mashed spuds, prepared by the ladies, was served with due ceremony on St Andrew's Night, when the haggis was paraded by shipmates wearing the kilt. Bletchley branch was represented by Shipmate Stan Scott and wife. The "family get-together" on Boxing Day brought some welcome visitors — a party of naval firefighters who had a thoroughly good run ashore. New Year's Eve brought another full house. The branch is delighted to welcome the newly-appointed rector of Highweek, the Rev. Harry Keenen, as their chaplain.

Stockton-on-Tees

The branch's debt to the Scottish and Newcastle Breweries — who 25 years ago provided the cash to build the branch headquarters — has been repaid. Delighted officials, members and guests witnessed the handing over of the deeds to trustee and founder member Shipmate Harry Parkinson, who gave a brief account of how the branch was founded. In reply, the chairman (Shipmate John Boyle) thanked the founder members, past officials and committees for their diligent work over the years. For the two other founder members present, Shipmates H. Dinsdale and Jack Creasey, it was a very happy occasion.

Guests on this occasion included the Mayor and Mayoress of Stockton; representatives of Scottish and Newcastle Breweries; Vaux Breweries; the National Council Member, Shipmate Ray Berry, with No. 11 Area and other branches well represented. Members enjoyed the visit to Middlebrough of H.M.S. Jupiter in January, when the branch entertained some members of the ship's company.

O.A.s — A breed apart

A crowd of naval types who lovingly tended the ordnance when ships were more plentiful and guns came king-sized are planning to meet in reunion for the first time for many years. The invitation is for all "OAs" to renew friendships and swap oily rags and 2lb. hammers again. "It doesn't matter what rank you now hold, we'll still drink your beer" is the promise.

Ordnance artificers were born from the ranks of the armourers and "hydraulic ERAs" and they had a promotion structure leading to warrant ordnance officer, commissioned warrant ordnance officer, and — the pinnacle of success — ordnance lieutenant.

The OA became a heavy engineer dealing with mounting structures of increasing dimension and complexity, the size of the equipment being staggering by modern standards. As a general rule, the front plate armour thickness of the gunhouse roughly equated to the calibre of the weapon, which meant that both were 16 inches in the triple turrets of Nelson and Rodney.

When the "A" turret OA in a King George V class battleship "flashed up" in training in his quad 14 inch, he was putting in motion a revolving mass of 1,400 tons.

By the outbreak of the Second World War the OA was caring for weapons in inch

calibres from 16 down to four — to say nothing of the smaller stuff down to small arms. Some OAs specialised (although unofficially) in control, and others became Optical OAs.

While his colleagues from the turrets discussed snags on the churn lever of the left of B, and the T.S. man (having climbed to his mess from the bowels of the ship) spoke to unhearing ears of his stable and unstable gates, the Optical OA talked in mysterious tones of astigmatism, parallax, object lenses and Canadian Balsam.

Above all, if something broke — a shaft, an interlock or whatever — the OA simply made another. Spares existed, but were limited in the main to specialist breech mechanism parts.

Remote power control developed during the Second World War and this new aspect of weapon control the OA took in his stride. But after the war changes began and

the OA found that he'd "bought" underwater weapons and torpedoes. Change followed change and the result has been that, by all the natural processes, the "proper OA" — the artificer who knew metadynes, magslips, mountings and machine tools — has virtually disappeared from the Fleet.

The branch, which had its own distinct esprit de corps, officially closed in 1967 and the men were drawn into the monster W and E branch. But many of the "old breed" remember — those still serving are now in their mid-30s or above — and there are, of course, countless retired colleagues. A large attendance, including wives and friends, is expected at the reunion supper dance at the Centre Hotel, Portsmouth, on April 14 at 2100. Details can be obtained from CPO D. Matthews, Fleet Chiefs and CPOs' Mess, H.M.S. Nelson, Portsmouth (telephone Portsmouth 22351, ext. 23089 or 23665).



ANGLO-FRENCH INVITATION

Doctors, nurses and medical staff who served with the Free French Forces during the Second World War, are invited to take part in an Anglo-French ceremony in London at Whitsun. For details apply by letter to 13, Totham Lodge, Richmond Road, London, S.W.20.

Service gifts help disabled

Among the recent donations gratefully received by the British Limbless Ex-Servicemen's Association were those from H.M.S. St Angelo, Malta; H.M.S. Dædalus, Lee-on-Solent, and the Garrison Church, Chatham. "The support we have received from the Services has enabled many disabled ex-Servicemen and women to be helped by BLESMA to lead as normal a life as possible," says Dr. Elizabeth Frankland Moore, honorary secretary of the Association's national appeal.

OBITUARIES

Shipmate W. F. (Bill) Anderson, ex-CPO Tel. Member of Wymondham Branch, Royal Naval Association. Died February 1, aged 70.

Shipmate W. Smith, founder member of Capenhurst Branch, R.N.A. Branch members with Standard attended funeral on January 26.

Shipmate G. F. Williamson, member of Burnley and Pendle Branch, Association of Naval Ex-Servicemen for more than 20 years. Treasurer, 1968-71. Died February 3, aged 55.

Shipmate Tom (Jock) Bolton, ex-CPO Stoker. First rating to join H.M.S. Sheffield on her first commission, 1936-41, and last to leave the "Shiny Sheff" before she was scrapped in 1968. Later helped to organize reunions of old Sheffielders. Died in Edinburgh Royal Infirmary, January 21.

Calling old shipmates

Bridging a 60-year gap between old shipmates is the kind of achievement which justifies the "Calling old shipmates" column in Navy News. Here's the latest success story...

Mr. George F. Sinclair, of 22 Vivian Terrace, Edinburgh, writes: In the December 1977 edition you were kind enough to publish a message from me to anyone who served in H.M.S. Caradoc during her first commission (July 1917 to January 1919). Within a few days of publication I had a letter from an old shipmate, W. J. C. Bridger. We were signalmen throughout the entire period and it is clear from our subsequent correspondence that we clearly remember each other and can vividly recall the hectic events of 60 years ago! We hope to arrange an early reunion.

Another "thank you" letter has come from Mr. David Edser, who was delighted to receive three letters in answer to his plea for information about his father, Able Seaman Charles Edser, who served in H.M.S. Daffodil and died on March 18, 1945. He would be pleased to hear from any other Daffodil survivors. His new address is 16 Avondale Road, Welling, Kent.

OEMNT A. J. Harvey, of H.M. submarine Opportune, c/o BFPO Ships, London, would like to hear from anyone who can help him to trace Mr. Harold Hunt, who served in H.M.S. Monarch in 1918. Born in London, Mr. Hunt was once reputed to be the youngest commissioned gunnery officer in the Navy. His last known address was in Cosham, Portsmouth. Anyone who can help could also contact Mr. L. G. W. Harvey, Birchwood Chase, Great Kingshill, High Wycombe, Bucks (tel: 0494-74244).

Mr. John H. A. Lewis (ex-Telegraphist), 5 Summer Hill Road, Bexhill-on-Sea, Sussex TN39 4LN, would appreciate news of former Telegraphist Charles William Bellingham, or other shipmates who served with him in H.M.S. Barham, Queen Elizabeth, or in Malta, in the late 1920s.

Mr. G. H. C. Solomon, 2 Summerfield Road, Palm Bay, Cliftonville, Margate CT9 3EY, would like to hear from anyone who served with him in H.M.S. Belona, 1944.

Mr. W. Burke, 52 High Street, Epping, Essex, would like to hear from any old messmates in H.M.S. Seymour, 1943-1945.

Mr. Sid Jones, 64 St Leonards Road, Hythe, Kent GU9 7TJ, would like to hear from any old shipmates in the minesweeper H.M.S. Sieve Bearnagh, stationed at Granton on the Firth of Forth, 1914-1918.

Mrs. A. Veale, 68 Chestnut Road, Raynes Park, SW20, widow of CPO Alan Veale, would like to hear from anyone who served in H.M.S. Isis or from anyone who would like to volunteer to place wreaths on the Normandy Beaches in June, on behalf of families of those who died when the ship was torpedoed.

Mrs. A. E. Simon, 6 Scorchers Hills Lane, Burghwallis, Nr. Doncaster, South Yorks, writes on behalf of her father, former Leading Seaman Thomas Bedford, who served in H.M.S. Natal at the beginning of the First World War. Mr. Bedford has a silver medal which was struck for the ship's company by the people of Natal, South Africa, and wonders if there is any old shipmate in possession of such a medal.

Mr. W. Beer, 47 Roy Road, Horton Bank Top, Bradford BD6, a former leading seaman in H.M.S. Whittaker (Londonderry Naval Base, 1942-1944) would like to contact any old shipmates. He would also like to obtain a photograph of the vessel.

Mr. D. J. Wroe, Grange Inn, Church Road, Rowley Regis, Warley, West Midlands, B65 9EX, would like to contact anyone who knows of the whereabouts of the ship's bell of H.M.S. Vigo (in which he served as an able seaman from 1949 to 1952). Similarly, he would like to know what happened to the bell of H.M.S. St Brides Bay.

Mr. F. H. Sizmus, 125 Chestnut Grove, London SW12, would like to get in touch with any old shipmates who served in H.M.S. Middleton, 1941-1945.

Mr. G. D. Davies, The Cabin, 8 Bath Road, Lymington, Hants SO4 9SE, who served in H.M.S. Gatinas until September 1941 and in H.M.S. Bugay until July 1943, in the Channel Mobile Balloon Barrage, would like to get in touch with Midshipman H. M. N. Lees, R.N.R., and Temp. Lieut. H. Shaw, R.N.R.

Mr. M. Dimon, 6 Scorchers Hills Lane, Burghwallis, Nr. Doncaster, South Yorks, former leading seaman and survivor of H.M.S. Delight, which was sunk off Portland in July 1940, would like to contact any other survivors.

Mr. D. S. M. Webb, 181, Links Road, Tooting, London SW17, would like to contact R.Mech N. Goodridge, who was with him in Mech 12 class, H.M.S. Collingwood, in 1959 and 1960.

Oldest president?

"I must be the oldest president of the Association," writes 81-year-old Mr. Edward Harold Sanders, president of the Newcastle Sub-Section Naval Association of Australia, who sends greetings to "All Hands" and anyone interested in his association. His address is 21, First Avenue, Lambton, New South Wales 2229.



N.W. dance

A snowstorm did not keep ticket holders away from an enjoyable dinner dance organized by Rossendale White Ensign Association at the Civic Hall, Whitworth, Lancashire, on January 20. The attendance included members of the North West Federation of Naval Associations from Burnley, Fleetwood, Wigan, Leigh, Louth, Atherton, and the Sick Berth Association.

The Federation has presented a trophy to the Sea Cadets in the north west for their off-shore sailing competition and has raised £130 for the Bolton Unit of the Sea Cadet Corps, which was in financial difficulties.

classes at Shotley, 1933, or any boys who served in H.M.S. York, 1934-36, with a view to arranging a get-together.

Mr. G. H. Coleman, 93 Eastfield Road, Louth, Lincs, wonders if there are any surviving shipmates of his first seagoing ship, H.M.S. Celandine (1916). He would also be pleased to hear from anyone who served with him in H.M.S. Truculent (1918-20) or H.M.S. Cayton.

Mr. A. J. Wilkins, hon. secretary of the H.M.S. Kelly Reunion Association, 4 Alder House, Maitland Park Villas, London NW3, would like to hear from anyone who knows of the whereabouts of ex-Stoker Feuster, who as a 17-year-old on board H.M.S. Kelly left his post while under fire. His former shipmates would like to welcome him at their next reunion in London on May 20. Admiral of the Fleet Earl Mountbatten, who was in command of the ship at the time, has been reported as saying: "I want to tell him that what happened was understandable and is now forgotten."

Mr. R. Jannaway, 18 Churchfields, Twyford, near Winchester, would be pleased to give full details to anyone wishing to attend the next meeting of the H.M.S. Sweetbriar Reunion Association, to be held at the Norfolk Court Hotel, Upper Norwood, London, on April 8.

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The Group's public relations officer, Mr. Geoff Getliffe, of Fairwinds, The Street, Blofield, Norwich, NR13 4JH, would be pleased to hear from any former officers or ratings who served in MTB 102 between 1938 and 1945. The aim is to hold a reunion, probably on the eve of the passage to Dunkirk, when it is hoped to welcome Cdr. C. W. S. Dreyer, who was 102's commanding officer at the time of Dunkirk.

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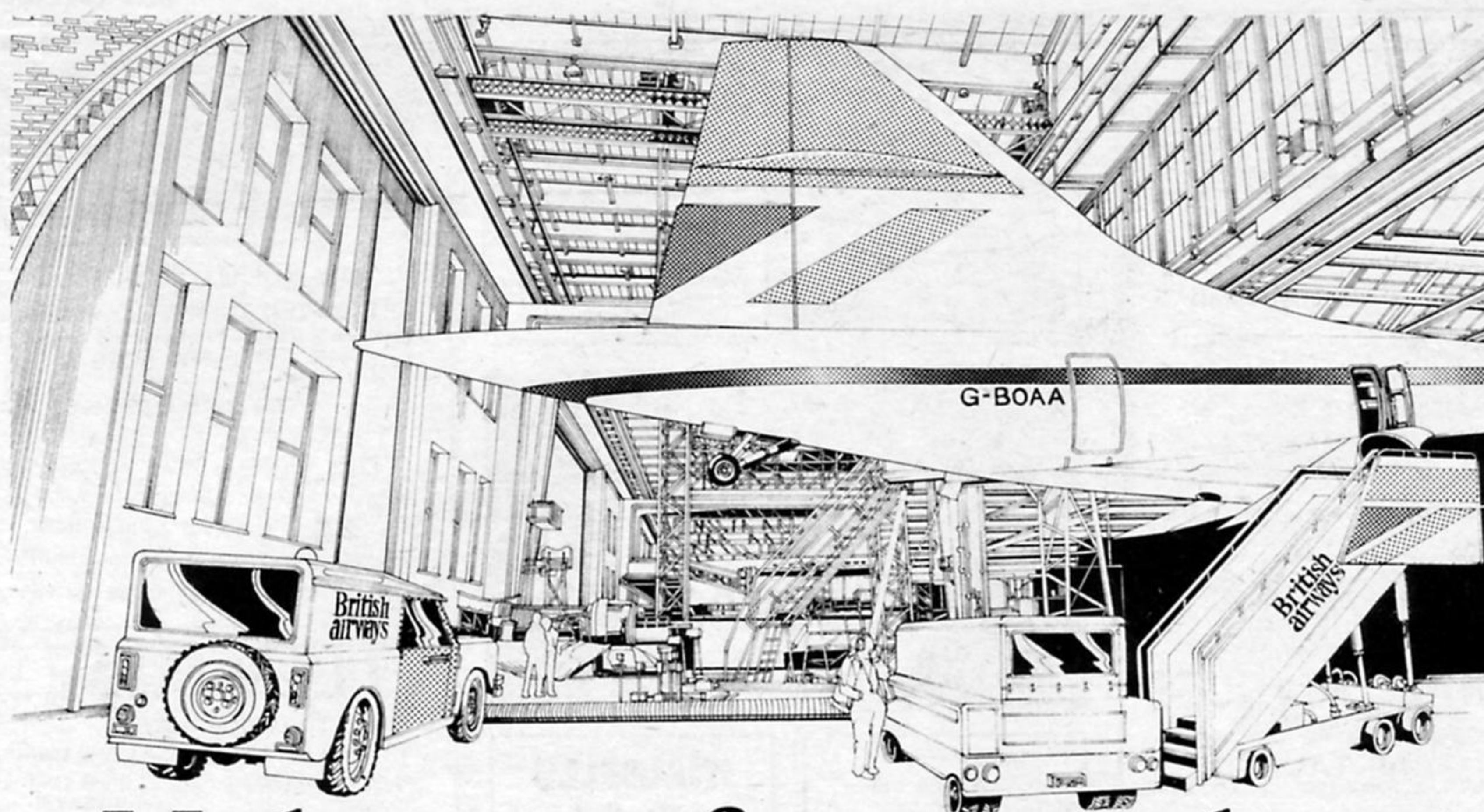
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The first stone

This picture represents what could be called a milestone in the operation by Royal Navy divers to salvage the ancient Roman Temple of Augustus Caesar from the waters of the Nile.

It shows team leader Lieut.-Cdr. David Bartlett supervising the raising of the first block of the temple. In a letter to Navy News, he pointed out that the block was raised on the 100th day of the operation — and it was the first time it had been seen for 50 years.

Lieut.-Cdr. Bartlett, CPO Joe Maber and their first team of six divers started the operation with a team of Egyptians in October last year and hope to raise all the temple stones by April.

Probably the earliest Roman monument in Egypt, the temple was flooded after the completion of the Aswan High Dam. Last year another team completed the stone-by-stone salvage of the Gate of Diocletian in the same area.

Aluminium Arrow

The British Aluminium Company has for many years named its presses after ships of the Royal Navy. Their new extrusion press at Redditch is named "Arrow" and the official opening ceremony was performed by the commanding officer of the Type 21 frigate H.M.S. Arrow, Cdr. Bill Davis, who was accompanied by Sub-Lieut. Ernie Dewhurst, PO(S) Roger Baker, POSTD Mike Walker, and ROIs John Duncan and Ian Godber.

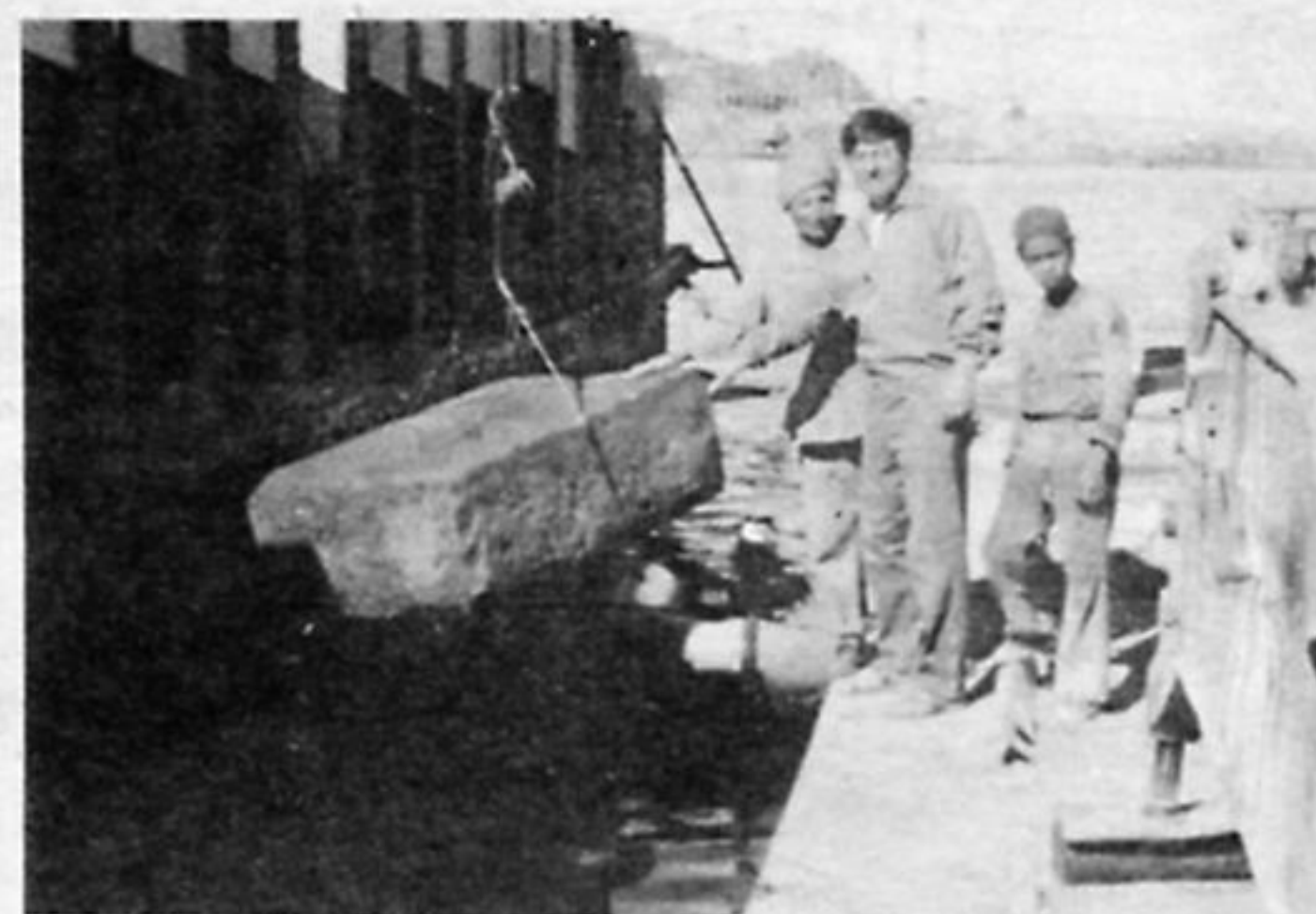
Happy New Year

Chinese New Year brought presents for the men who work on board H.M.S. Ark Royal in the laundry, the tailor's and the bootmaker's.

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PEOPLE IN THE NEWS



"Steak all right, sir?" **AB STEWART ROBERTSON** unveils the lunch for actor **IAIN CUTHBERTSON** on board H.M.S. Thornham. Iain is Rector of Aberdeen University, and sailed from Rosyth to the Scottish oil city as guest of the University's Royal Navy Unit which mans the inshore patrol craft. The star of BBC Television's "Sutherland's Law" series enjoyed his day at sea, despite a gale and blizzard.

Lieut. JOHN MAY, who studied mathematics in Naples, engineering mechanics in a submarine on the surface in a gale, and telecommunications in a Polaris submarine which uses strictly one-way communication, has received a degree from the Open University. Until recently John was assistant WEO and a nuclear officer of the watch in H.M.S. Renown's starboard crew. His next appointment will be at H.M.S. Vulcan.

John was also in command of the first search and rescue team to arrive at Britain's most expensive fire during the firemen's strike. His account of the £10 million blaze at Glasgow's Grosvenor Hotel was featured in last month's issue of Navy News.



Picture: Charles D. Menaul.

There was no doubting the pleasure of the "Lass from Rochdale" when her 80th birthday was marked by a message of greetings from the British military community in Naples. Carrying the message to **GRACIE FIELDS** at her home in Capri were **LWren PENNY HUTCHINGS** (left) and **Wren BERNICE EVANS**.

Both girls are serving in Naples, and the message they carried was sent by the Senior British Officer, Vice-Admiral Sir **RODERICK MACDONALD**.

Lieut. STANLEY STEPHENS RN (ret.) is the new Southern Area secretary for the King George's Fund for Sailors. The area covers Wiltshire, Dorset, Hampshire and the Isle of Wight. Lieut. Stephens can be contacted at 17, Oak Drive, North Bradley, Trowbridge, Wilts BA14 0SW (telephone Trowbridge (022-14) 61297).



Rotor Rescue Club ties have been awarded to aircrew from R.N. air station Culdrose who took part in the search for men from the vessel Union Crystal which sank in gales off Cornwall last November. Aircrew of Rolls Royce-powered helicopters, involved in Search and Rescue operations are eligible for the ties, which were received (see picture) by **Cdr. PETER VOUTE** (Commander Air, Culdrose) from **Mr. JOHN BENNETS**, senior Rolls Royce representative with the Navy. Four others to "join the club" were **Lieut. PHILIP SHAW**, **Lieut. PHILIP HENRY**, **CACMN TERRY KING**, and **LACMN MARTIN NEWTON**.

The Royal Navy in 80 mm

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Capt. DEREK WALLIS (right), commanding officer of H.M.S. Endurance, could be forgiven for his apparent confusion. Confronting him are the ship's three **MURPHYs**, all of them members of the ship's flight. From the left they are **Lieut. TONY MURPHY**, senior observer, who last made the trip south in H.M.S. Protector; **Lieut. BRIAN MURPHY**, the other observer;

and **AMN1 OLIVER MURPHY**, part of the maintenance team and also Tony's brother. The picture was taken on Christmas Day outside the disused church in the abandoned whaling station of Grytviken, in South Georgia. The church was specially opened for a service attended by the ice patrol ship's company and members of the British Antarctic Survey, who are based on the island.

PEOPLE IN THE NEWS



Lieut.-Cdr. DAVID DAVIES, who joined the Royal New Zealand Navy five years ago after 23 years in the Royal Navy, is to take command of H.M.N.Z.S. Irirangi this month.

Known to most R.N. radio operators as the shore station which pops up from nowhere to answer the plaintive calls of some poor sparker trying to clear ship-shore traffic, Irirangi is one of the most pleasant naval establishments in the Commonwealth.

Sited on the edge of a national park, it has skiing 30 minutes away, deer hunting and duck shooting at the back door, and probably the best trout fishing in the world just down the road.

Since joining the R.N.Z.N., Lieut.-Cdr. Davies has run their communications school, and served as senior communications officer on the staff of Commodore Auckland.

Freeman David

There can't be many 18-year-old freemen in the Royal Navy, but NAM2 DAVID YATES, serving in H.M.S. Victory, is a Freeman of Stamford, Lincs.

David's father is also a freeman of the town, as are his brother ALAN and two cousins. Among their privileges is the right to graze cattle on 1,200 acres in Stamford.

Alan was a cook in the Navy until he was paralysed as a result of a swimming accident in Australia while serving in H.M.S. Glamorgan. He is at present at a college for the disabled in Coventry.



Robin, Eric fixed it with Jim!

AB divers ROBIN JONES (left) and ERIC HAMMANS, both members of the R.N. saturation diving and trials team at the Experimental Diving Unit, H.M.S. Vernon, have qualified to operate "Jim."

Jim is just about the last word in deep diving gear. He is actually an atmospheric diving suit developed and built at Alton, Hampshire, by D.H.B. Construction Limited.

Robin and Eric are two of only three Navy divers to qualify as operator-technicians for atmospheric diving. Their course took them to Alton, into the sea at Portland, and through 1,500ft. simulated dives at A.U.W.E.

The course allows the Navy to keep up with modern diving technology should Jim ever be adapted for naval use.



"He's still the best, says Navy and England light-welterweight AB WAYNE GREEN after meeting HENRY COOPER, Britain's most popular heavyweight champ. The two got to grips after Wayne, from H.M.S. Ajax, had lost a close decision against a French opponent in the recent England-France international in London. Our 'Enry said Wayne had done enough to win the bout — and who would argue with the Champ?

Picture: LA(Phot) Chris McDermott.

In case of headache?

Here's hoping there are not too many headaches for H.M.S. Ark Royal as she contemplates her final deployment, but just in case... Perhaps it was appropriate that the camera caught a POMA — DAVE O'SULLIVAN, an operating department assistant — with this carton as he gave a hand when Naafi were storing ship while the Ark was alongside at Devonport for maintenance and leave. Someone quickly worked out that there are 17,280 tablets involved.

Picture: LA(Phot) Steven Pratt.



Taking his turn "on the plank" as officer of the watch while H.M.S. Ark Royal has been at Devonport preparing for her final deployment has been an R.A.F. officer. Flight-Lieut. GERRY DINMORE, who is a direction officer

in the Ark and the only R.A.F. officer on board who is a member of the ship's company, here greets the senior instructor officer, Cdr. DAVID DAVIDGE as does bosun's mate SEA (M) MARK GILSON.

Bewigged judge



Before taking up his new appointment as Judge for Job Evaluation in London, Capt. J. H. ST AUBYN-SAYER was "bewigged" at a farewell lunch with his fellow officers at AUWE, Portland. While at Portland, Capt. St Aubyn-Sayer was Captain Underwater Weapons Acceptance.

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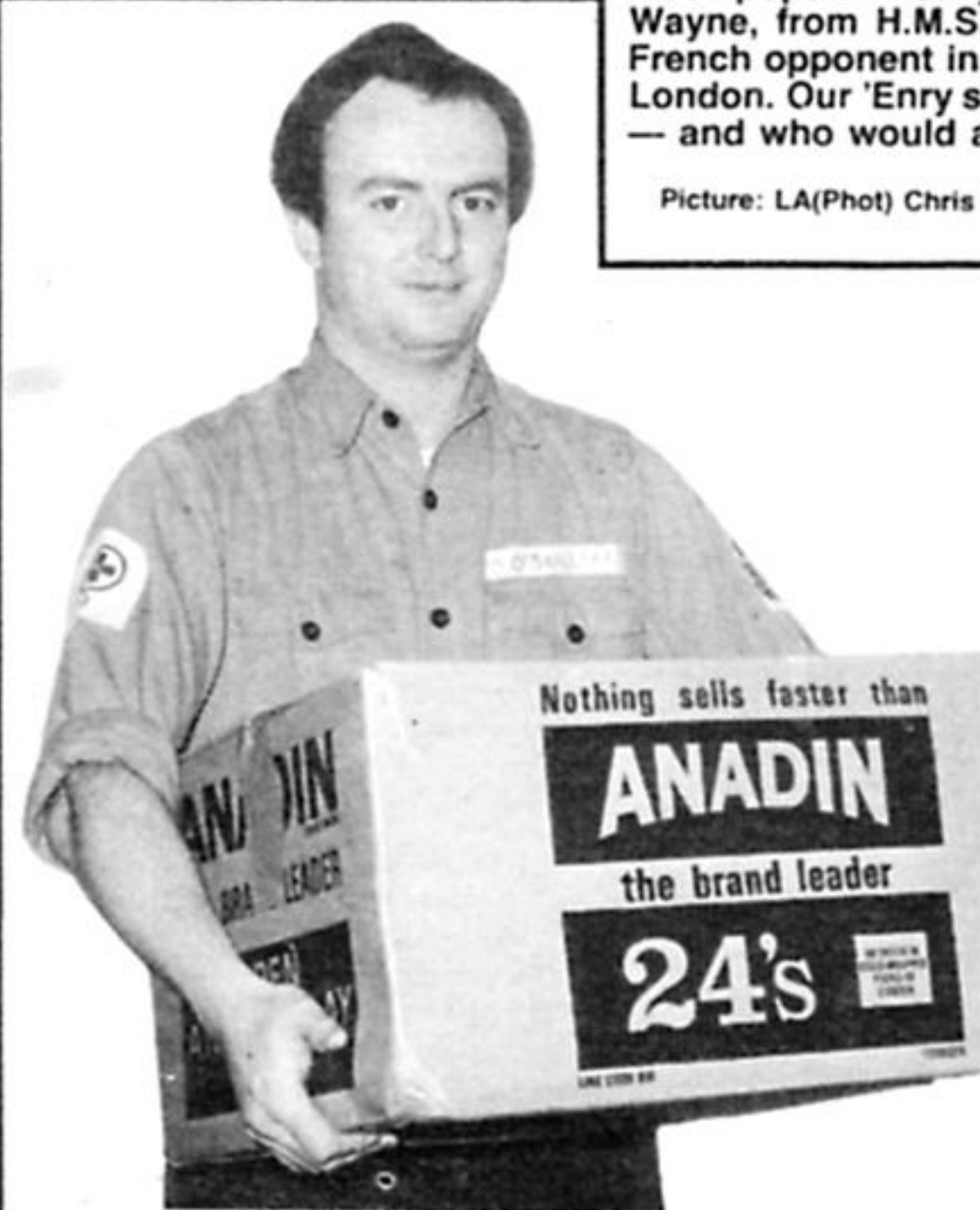
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RNBT TO THE RESCUE

NIGHT OF THE FLOODS

When hurricane-force winds and unusually high tides hit the east coast of England on the night of January 11, Wisbech in Cambridgeshire and Deal in Kent were two of the towns to suffer most.

In both cases seawater flooded into hundreds of homes, causing untold damage and stretching emergency services to the limit.

Nearly 1,000 Wisbech houses were flooded up to a depth of four feet, while at Deal hundreds were evacuated as wind-driven shingle battered boats, beaches, trees, street lamps and houses.

It was the worst flooding damage in 25 years.

Wisbech's Royal British

Legion was quickly in action, giving assistance to the ex-Service community and making an assessment of the situation. The Legion issued vouchers up to £30 per family, and the local council stepped in with £100 per house to meet the immediate necessities — heating, clothing, footwear and food.

NEEDY CASES

The Royal Naval Benevolent Trust did not hesitate. The Grants Committee sanctioned assistance on the basis of an initial £50 a head, with more to

follow when on-the-spot workers had had time to pinpoint the most needy cases.

At Deal the Royal Marines Band Benevolent Trust made emergency grants to eligible victims and others were referred to the R.N.B.T. Again no time was lost and the Trust's representative was authorized to step in with emergency purchases up to £150 a family.

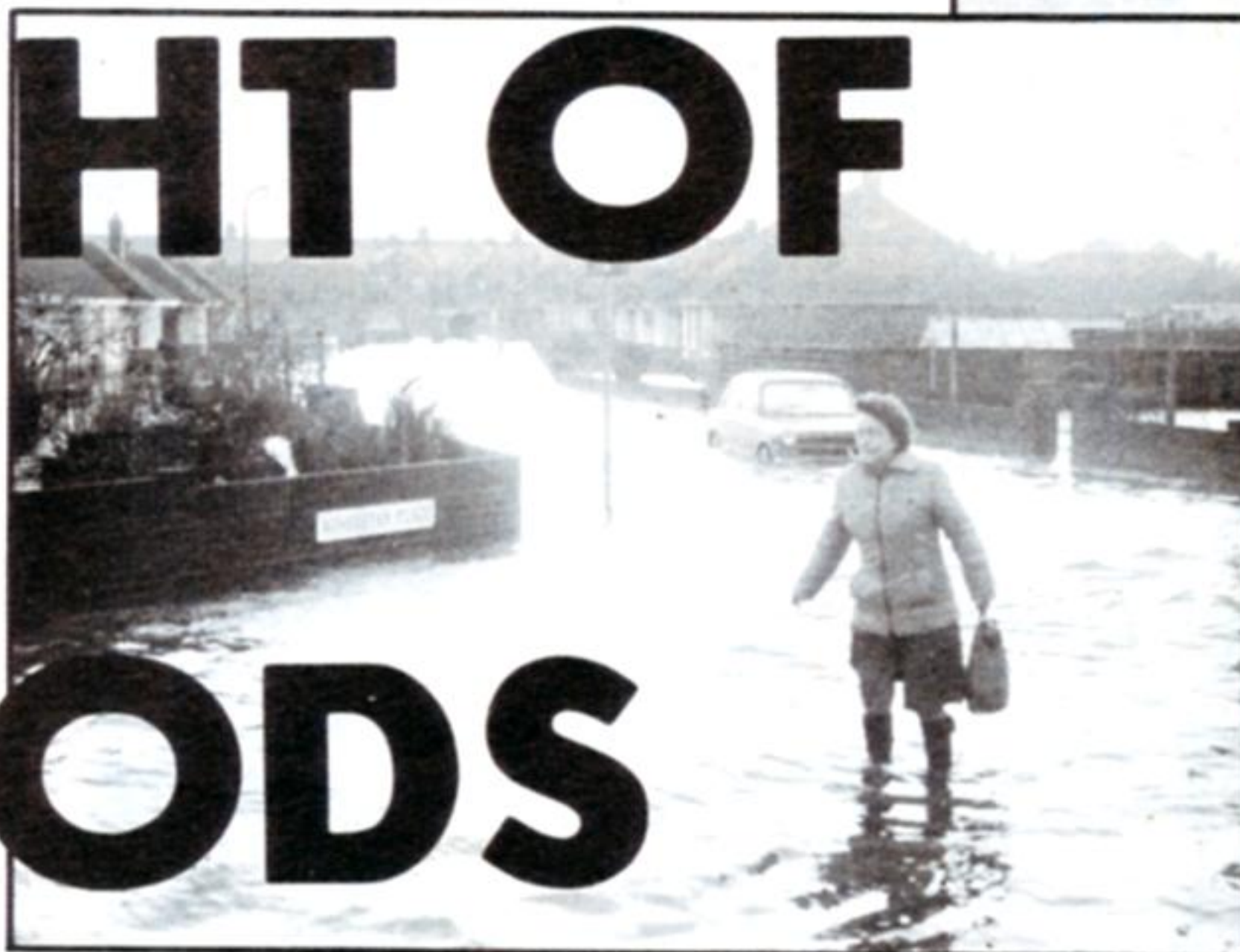
One Royal Marines corporal and his family had to leave their house because huge seas carried away the outside doors — leaving the house to fill up with

water and shingle.

Effects of the flooding here and at Wisbech were disastrous. Not only did householders have to contend with seawater becoming stagnant, but also with back-lash sewage when the mains drains could no longer cope.

SOGGY MESS

Electrical wiring was damaged, appliances and kitchen equipment reduced to a rusty, soggy mess. Worst of all, some were insured but discovered the policies did not cover all their effects because they had not been reviewed or index-linked to cover inflation. The R.N.B.T. made emergency payments totalling £1,700, most of it in Wisbech, and is still considering applications for help.



The flooding at Deal. Picture above left shows Athelstan Place turned into salt-water river. In the other picture, Links Road residents are pictured using their car bonnets to dry carpets.

Pictures: Basil M. Kidd, Deal

The RNBT has doubled its annuities scale. From February 1 those eligible for the maximum award will receive £26 a quarter instead of £13.

By doubling the scale the Trust has committed itself to paying out annuities worth more than £83,000 a year, and must now ensure it has sufficient investment and financial support to maintain this figure in the years to come.

DELIGHTED

The decision to increase the scale has delighted beneficiaries and already the Portsmouth office has received numerous letters of thanks.

Double your grant!

One grateful recipient wrote: "How much difference a letter makes, especially one with news of an increase. I do appreciate everything you have done. I do not drink, smoke or go to bingo, so I have been able to use more heating in the home which I very rarely leave."

DOES ANYONE WANT THIS MONEY?

Anyone want some money? Anyone eligible, that is. The R.N.B.T. has about £15,000 tied up in various special trusts, and that money is now available.

Widows and dependents of men who lost their lives while minesweeping during the Second World War, for example, are eligible to apply to the minesweepers and Trawlers (1939) Fund. This has £1,762 ready for distribution.

Members of the Fleet Air Arm injured or incapacitated during the 1939-45 war could benefit from the Anderson Bequest, which has £463 in its kitty. Widows and dependents are excluded from this fund.

NOT BARRED

But they are not barred from another fund for Fleet Air Arm ratings disabled as a result of war service. This fund is also designed to help the families of Fleet Air Arm ratings killed in action. There is £13,054 available for distribution from this fund.

If you know of anyone who could be helped by this money, and qualifies for it, please contact the Local Secretary, Royal Naval Benevolent Trust, at 2a, Tipner Road, Portsmouth.

RFEA aid to stop

The RNBT is to withdraw its financial support of the Regular Forces Employment Association at the end of 1978.

Executive committee members of the RNBT have for some years believed that public funds should bear a larger share of RFEA costs, and at the end of 1976 it was decided that a final and maximum grant of £40,000 be made for the two years ending December 1978.

Because of the Trust's own short and long term financial problems it has had to say "sorry, no more." So ends 56 years of support during which the RNBT has contributed more than £1½m. to RFEA coffers.

MEDALS MEAN MONEY

War medals are big business these days. As they have become collectors' items, so they have created an ever-increasing value.

Advertisements now encourage medal-winners and their dependants to replace war medals lost, sold or given away.

Like everything else, the price has risen, prompting a number of applications to the RNBT for assistance with replacement costs. In some cases the Trust has helped, but in others where there was uncertainty about motive, the answer has had to be "no."

The Royal Naval Benevolent Trust relies on canteen rebate, voluntary donations, investment income, and legacies to continue its important work. There is no direct contribution, and no appeals are made to the public.

Head office: High Street, Brompton, Gillingham, Kent ME7 5QZ. Local offices: 2a, Tipner Road, Portsmouth PO2 8QR; Fenner Block, H.M.S. Drake, Devonport Naval Base, Plymouth; 23, St Francis Ravelin, Floriana, Malta.



THINK



In the six months ended December 31, 1977, Royal Naval Benevolent Trust grants totalled £82,377. Donations received totalled £5,325...



It's all over . . . Cheers! To celebrate the end of the firemen's strike the members of the R.N. firefighting teams at Whipps Cross, Leytonstone, London, invited all their new-found friends — including their police escorts and WRAC drivers — to join them for this farewell photograph, which was taken by LA(Phot) Jack Dewis, of the Fleet Photographic Unit.



Above: Walt Disney characters, the Pink Panther, the Muppets, and nicknames galore. You name it, and there's a fair chance that some sailor on firefighting duties painted it on his helmet! When the firefighting was over the helmets were returned to the armoury — in this case at H.M.S. Dryad — still bearing their personalised paint jobs. Pictured here with Dryad's display of decorated domes are PO(M) Peter Carroll, who is in charge of the armoury, and AB Danny Yarker.

Right: Two Wessex helicopters with underslung White Ensigns flew over the convoy of 22 vehicles when the Fleet Air Arm said farewell to its Green Goddesses. After parading down the runway at the R.N. air station Yeovilton the convoy drove down the Ilchester by-pass — where this picture was taken — on its way back into "mothballs" in Home Office depots throughout the country.



Left: All the servicemen from the R.N. air station Cudrose who served as firefighters in Wiltshire have been presented with "a certificate of appreciation," naming them personally and thanking them for their invaluable service during the strike. This unexpected gesture was much appreciated by the Cudrose

men, who included Naval Airman David Valentine, seen with his certificate (which is not exactly as big as it looks, we hasten to add!) David was on an HGV driver's course at Cudrose when he was sent off to Swindon on firefighting duties. On completion of the course he is due to go to the R.N. air station Yeovilton.



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Ex-RN Tactical Communicators are needed by the Royal Fleet Auxiliary to serve as Signalmen under Merchant Navy conditions of service.

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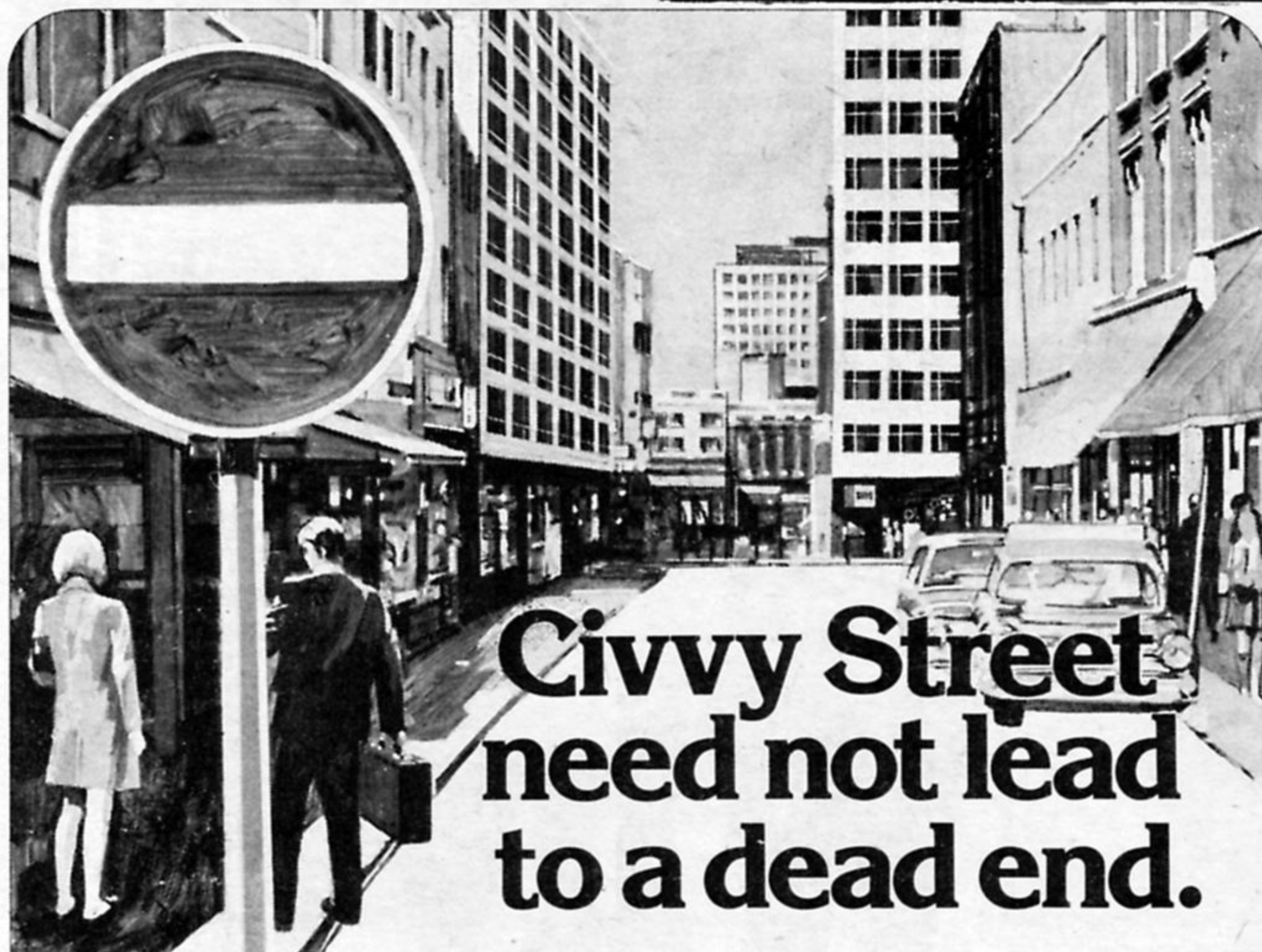
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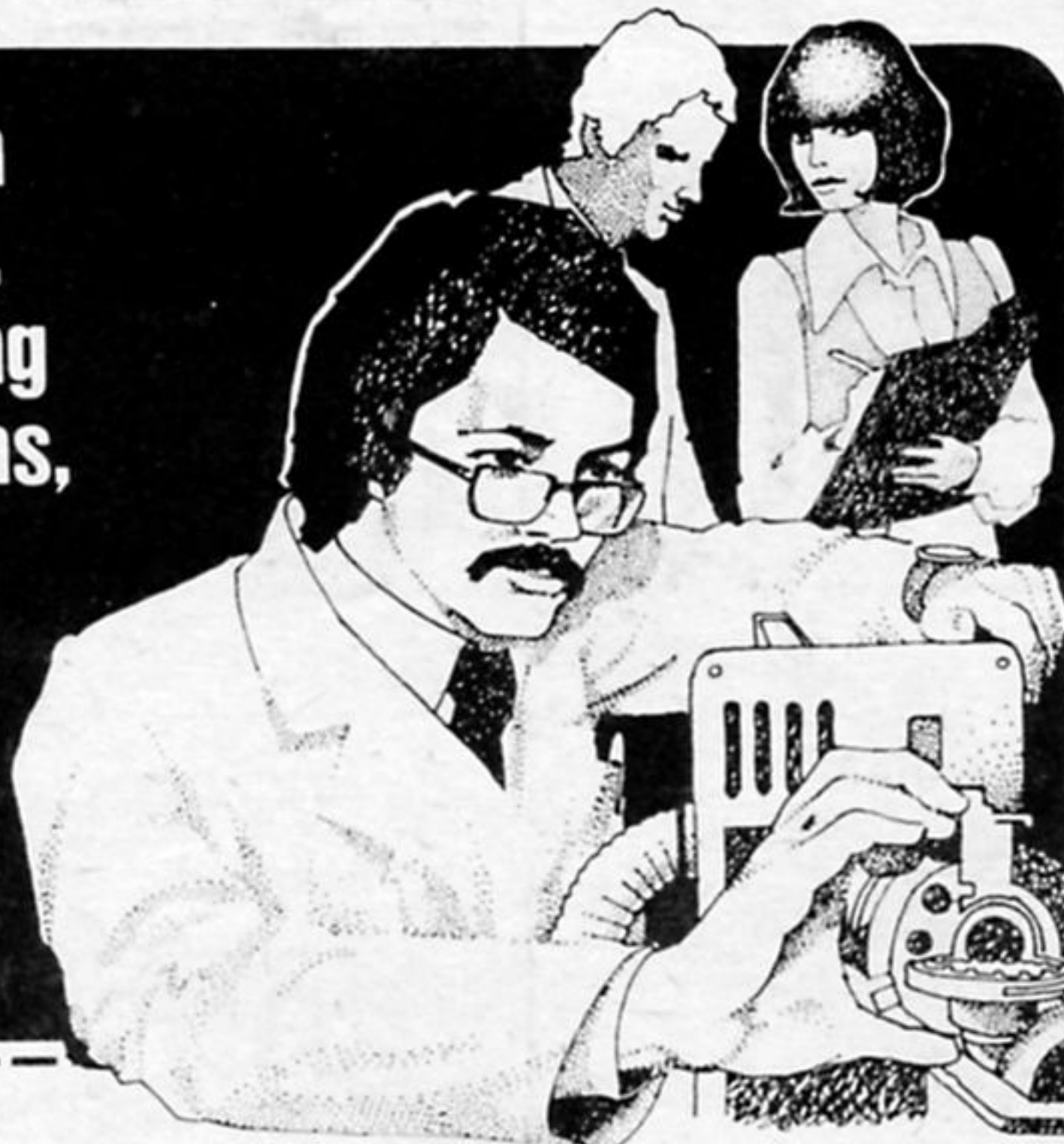
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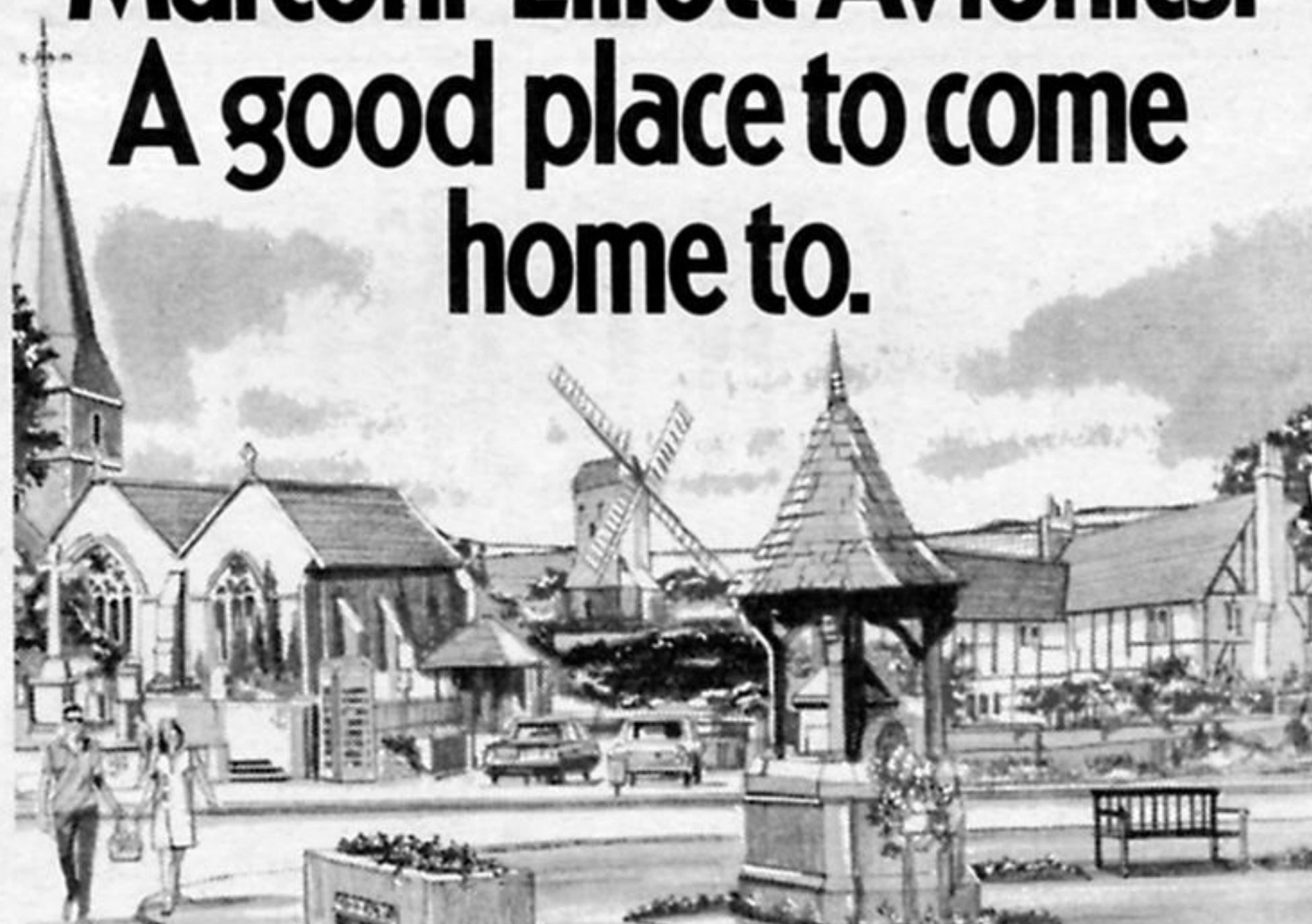
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The Personnel Officer, Ferranti Limited, Western Road, Bracknell, Berkshire.

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TO VIEW

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- have at least 3 years relevant experience,
- be educated to HNC or Degree level.

Engineers and new Science

Graduates lacking the necessary experience who would like to train for a career in Quality Assurance.

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**Marconi
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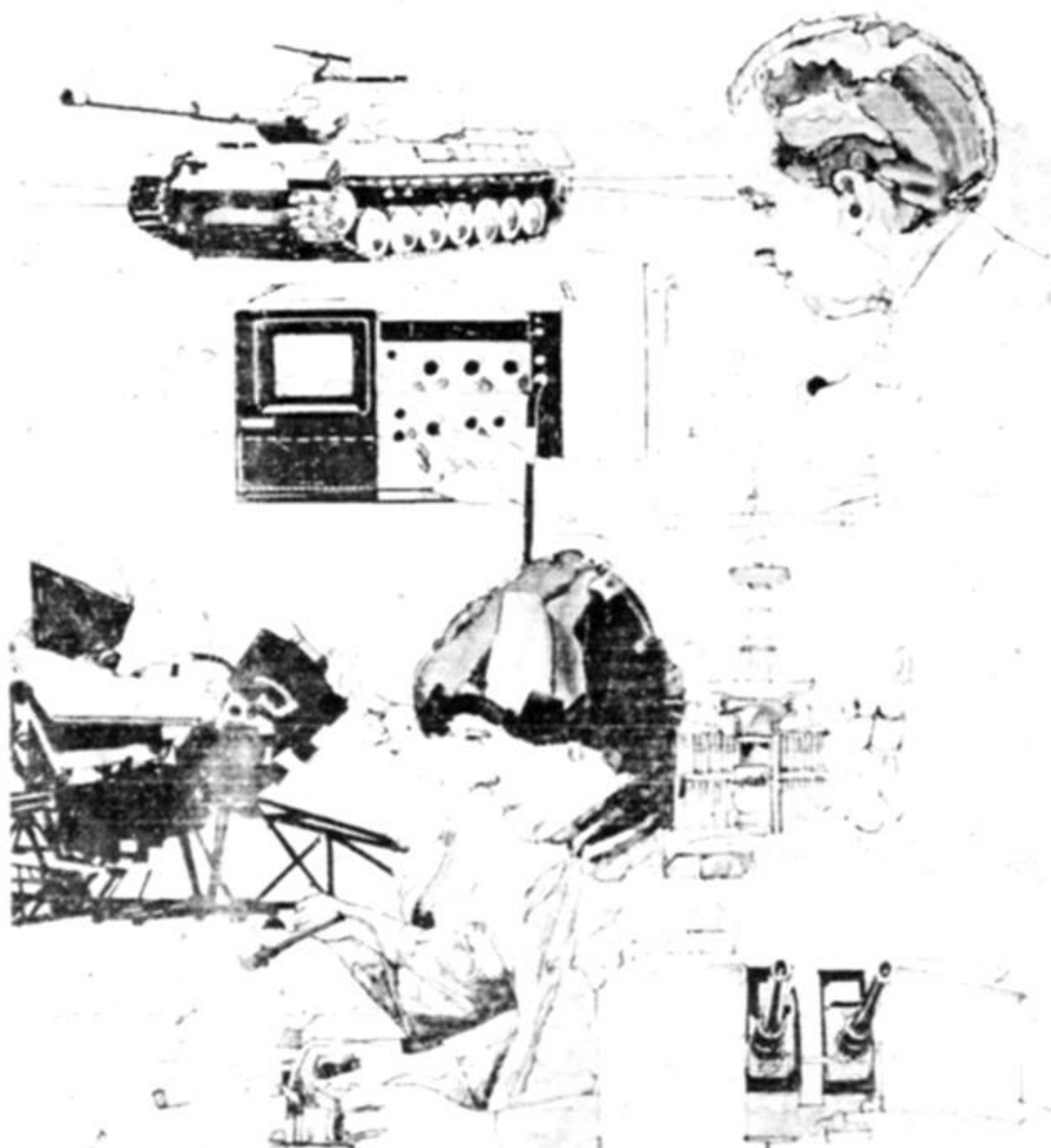
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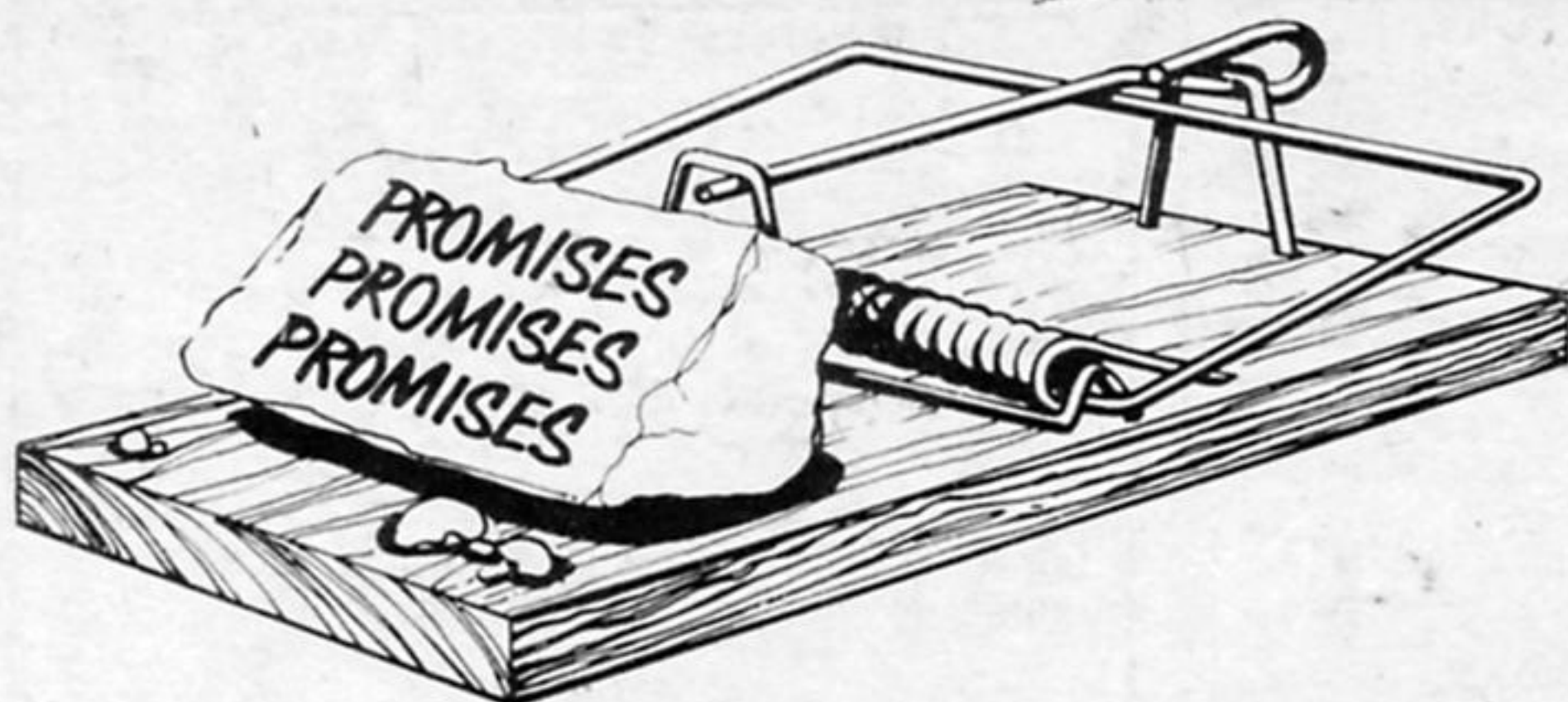
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SPORT

Can you shoot on target?

If you have ever wanted to try target shooting on a rifle range, the R.N. Target Rifle Club has news for you. On Sunday, March 19, it is holding a "come and try" day at Longmoor Range, Liss, Hampshire.

Shooting starts at 0930, and interested naval personnel should contact CPO A. Wombell, secretary of the RNTRC, at H.M.S. Excellent. Emphasis will be on shooting rather than coaching, but expert advice will be available.

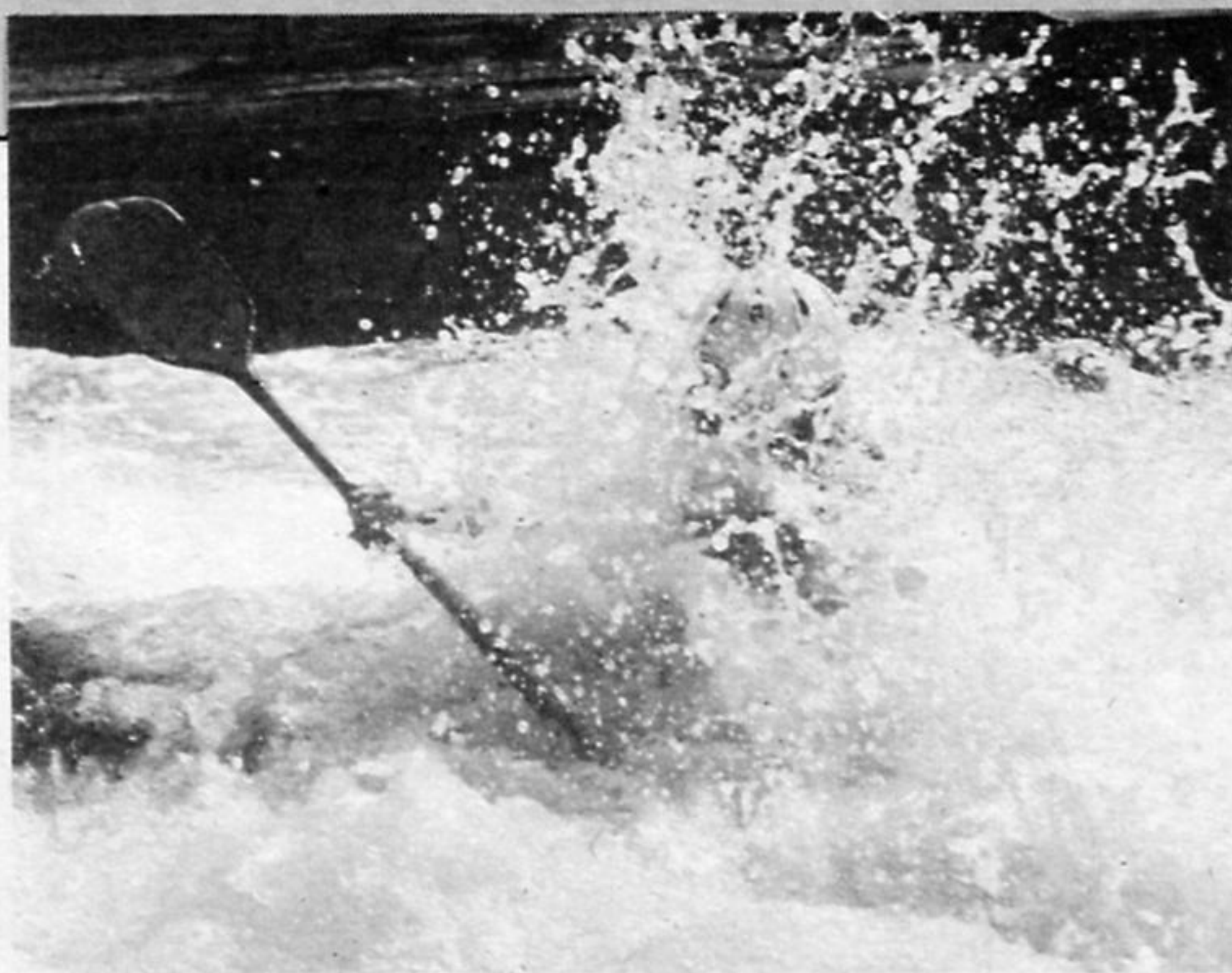
FEARLESS TOPS ROCK

H.M.S. Fearless topped the Rock race results for 1977, with the Zulu and the Mohawk ten minutes slower in second and third positions. Fastest individual time was set by Lieut.-Cdr. Brian Davis (21 min. 34 sec.) of the Fearless, and second fastest by RO1 R. Robinson (H.M.S. Rothesay).

H.M.S. Ark Royal holds the record for the Top of the Rock race with a team time of 133 min. 09 sec. set in 1972.

Squash girls well beaten

The R.N. Women's squash team took a pounding at the Women's Inter-Service tournament held at Aldershot. In their first match the Navy girls were whitewashed by the R.A.F., but lost by the odd game in five against the Army.



This is why they call it white water racing! AB Richard Vincent (H.M.S. Dryad) battles through the spray in the Navy championships held in conjunction with a national competition paddled on the River Dart. Richard finished third in the naval competition and 12th overall.

CANOE TRIO IN FORM

Navy canoeists produced some excellent results at a national British Canoe Union race on the upper River Dart. Held in conjunction with the event was the Navy's white water canoe racing championships.

Against strong civilian competition the Navy A team paddled to an excellent second place, losing only to Britain's premier canoe club, the Royal Club of London.

The A team of Lieut. Clive Waghorn (H.M.S. Superb), Lieut. John Leggat (H.M.S. Fiscard) and AB Richard Vincent (H.M.S. Dryad) were well supported by the B and D teams in a total entry of 58 teams.

On the following day Lieut. Waghorn paddled

through intermittent snow showers to overall fifth in 24 mins. 12 sec. to take the Navy championship. He was followed home by Lieut. Leggat (ninth overall) and AB Vincent (12th overall).

Five other Navy regulars finished in the top 30. First Navy novice paddler was MEM Ivor Cooper (H.M.S. Defiance), 20 seconds ahead of App. Ian Smart (H.M.S. Fiscard). Wren Anne Wilde (H.M.S. Dryad) won the women's championship.

Ski team third at Ischgl

After five weeks training in the Alps, the Navy ski team finished third out of seven in the Inter-Service Alpine ski races at Ischgl, Austria.

Ahead of the Navy team were the Italian and British Armies, with U.S. Forces Europe fourth and the R.A.F. fifth. Austrian and German Army teams failed to complete all five courses.

The races consisted of two giant slaloms, two slaloms and a downhill.

Lieut. Will Pedder (H.M.S. Iveston) won the Navy Cup for the first time after six years in the team.

With Lieut. Pedder in the team were Lieut. Jolyon Ralston (42 Cdo R.M.), Lieut. Rowland Raikes (H.M.S. Dryad), Sub-Lieut. Mark Rothwell (Goldsmith College, London), Sub-Lieut. Garry Spalton (H.M.S. Dryad) and Lieut. Andy Baird (H.M.S. Collingwood), who arrived the night before the first race.

Lieut. Baird replaced Second Lieut. Richard Madeley (41 Cdo R.M.) who had broken an arm in training two days before. Baird had the frightening prospect the morning after his arrival of competing in the downhill through thick mist at speeds up to 60 m.p.h. on an unfamiliar course.

Yachtsmen triumph

The Royal Yacht Britannia's soccer team added their illustrious ship's name to those already on the United Services Football League Challenge Cup by beating H.M.S. Vernon 1-0 in the final at Victory Stadium, Portsmouth.

The Royal Yachtsmen thoroughly deserved their victory, but had to thank a Vernon own goal for the eventual winner. On the way to the final, the Britannia's small company beat H.M.S. Sultan and H.M.S. Daedalus, both with vastly greater strengths to draw on.

The Yachtsmen went closest to scoring in the second half when Barlow hit the bar. Lowndes also had a header cleared off their line by the Vernon defence.



PAUL CHAPLIN

Best squash final for 20 years

The highest quality squash ever seen at a Royal Navy championships — that was the verdict on the closing stages of the 1978 tournament won by Sub-Lieut. Paul Chaplin (Exeter University) at the United Services Club, Portsmouth, writes Mike Benson.

It culminated in young Chaplin's second Navy open title after a superb final against ten-times winner Lieut.-Cdr. Robin Bawtree (H.M.S. Charybdis).

Even in the early rounds it was clear the championships would be more competitive than in previous years. No major new stars appeared, but there was an impressive solidarity in the play of some of the debutants.

Mid. Bill Johnson (BRNC Dartmouth) played well to defeat Lieut. Chris Sawtell (H.M.S. Royal Arthur) as did Colour-Sgt. Dave Humphreys (R.M. Poole) in stretching Lieut.-Cdr. Philip Pool (ASWE) to four games.

Lieut. Peter Des Clayes (RNEC Manadon) was the first seed to fall, going down to Lieut.-Cdr. Mike Benson (H.M.S. Dryad) in the second round. Des Clayes got some consolation by beating MECH1 Shaun Power (H.M.S. Sultan) in the final of the plate competition.

For enthusiasm, the prize must go to LCK Bill Duthie (H.M.S. Rooke) who paid his own way from Gibraltar to take part. He is perhaps the most stylish of all the rating players and could go far when he allies subtlety to his natural flair.

Highlights of the championships were the semis and the final. Packed galleries were treated to dazzling squash as Philip Pool and MECH1 Frank Smith (H.M.S. Sultan) faced daunting challenges against the two outstanding Navy players of the last two decades: Robin Bawtree and Paul Chaplin.

Against Chaplin, a former junior international, Pool played quite beautifully. Only the incredible speed of his young opponent prevented many outright winners.

Chaplin later showed equal virtuosity and the match developed into a brilliant exhibition of squash.

Bawtree has been at sea almost continuously for the last two years, but still possesses outstanding speed and timing. In the face of subtle drops and lobs, crisp drives and perfectly played boasts, ratings champion Smith had to produce his best form to take the title-holder to five games.

The longer the final progressed, the more it would favour the younger Chaplin. Bawtree raced to early leads in each of the games, only to be pegged back by the speed and skill of the new champion.

As the winner's confidence grew he attempted a series of bold and exciting shots, many of them new to the majority of spectators. His most effective points winner was his front court angle, played with a deceptively late wrist movement.

It added up to the best Navy squash final for 20 years and should provide a welcome shot in the arm for the sport.

BAWTREE AVAILABLE

Bawtree, happily, was available for the Inter-Services played at RNEC Manadon at the end of February. Last Navy victory in this tournament was way back in 1954.

In the subsidiary competitions, Lieut.-Cdr. Hugh Rump retained his veterans title.



ROBIN BAWTREE

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SPORT

ADVENTURES PLUGS LEAK AND HEADS FOR HOME

Adventure is homeward-bound. In company with the rest of the Whitbread Round-the-World race fleet she left Rio de Janeiro on February 22 and is expected to cross the finishing line at Portsmouth during the week after Easter.

Despite a disappointing third leg from New Zealand to Rio, the Joint Service entry is still sixth overall on handicap and has a good chance of improving to fifth in the weeks ahead.

Adventure's low handicap position of 14th for leg three was due mainly to the decision to take an extreme southerly course in the Pacific. The game failed as the yacht steadily lost ground in poor winds.

Add to that starter motor and steering gear problems — and a serious leak — and it is remarkable that Adventure has still cut three days from the time it took her to get this far on the last race.

Cdr. Ian Bailey-Willmot's leg

three crew, which included five members of the Royal Navy, had to contend with a serious leak for most of their passage. Thanks to an offer of help from the Brazilian Navy, the yacht was taken from the water at Rio and repaired.

MASSED START

The race organizers had hoped to stagger the start from Rio to contrive a tighter finish at Portsmouth during the Easter week-end. Fluky winds, however, persuaded them to change their minds in favour of a massed start.

The Royal Navy is again well represented on leg four, by two watch leaders and four other members of the crew. In command is Lieut.-Col. Robin Duchesne.



Above — The crew that is now racing Adventure back to Portsmouth. Top row (left to right) are Flight-Lieut. Pete Mumford and Capt. Simon Thompson (RAMC); middle row are CPO Vic Morgan (H.M.S. Daedalus), CPO Andy Ritchie (H.M.S. Vernon), Capt. Barry Winfield (RHA), and PO Topsy Toner (H.M.S. Osprey); front row are Capt. Mike Paterson (RE), Lieut.-Cdr. Mark Kemmis-Betty (RNSC Greenwich), Sub-Lieut. Steve Kirby (Sub-Lieutenants' Course, H.M.S. Vernon), skipper Lieut.-Colonel Robin Duchesne (RA) and REM Clive Vaughan (H.M.S. Arethusa). Picture: CPO(Phot) Tony Wilson.

Right — Adventure seen shortly after rounding Cape Horn, photographed by a Wasp helicopter from H.M.S. Endurance which can be seen in the background. The Endurance talked to Adventure on VHF, and informed leg three skipper Ian Bailey-Willmot that he had been promoted to commander.

Rugby captain is sportsman of the year

Navy rugby captain CPO Paul Dunn (H.M.S. Heron) has been named the Navy's sportsman of the year. The award, for 1977, comes in the shape of the NATO Trophy.

The team version of the award goes to the Navy's Service Pistol VIII, which has been outstandingly successful at Bisley in recent years. Both awards are made by the R.N. and R.M. Sports Control Board.

Paul Dunn has captained the Navy at Twickenham five times. In seven Inter-Service appearances at Twickenham he has only once finished on the losing side.

CHAMPIONS

This year he will again be leading the side, which has won the Inter-Service tournament four times in the last five years. The Navy are the current champions.

The Navy pistol team won the Whitehead Cup at Bisley for the second consecutive year, and the third time in four years.

Two outstanding individuals in the team were CPO J. Hunter (H.M.S. Blake) and CPO M. Reed (H.M.S. Defiance), who respectively won the Service Pistol Gold Badge for the highest aggregate score in the four separate events, and the Service Pistol Cup, the most important single event.

The consistent Navy swimming team, Inter-Service champions for the sixth time in nine years, were runners-up for the Sports Control Board Cup.

Close competition for the NATO Trophy award came from Cdr. Roger Moylan-Jones, the long-serving Navy and Combined Services cricketer; athlete FCPO Dinger Bell; football coach CPO Derek Godwin; and rifle marksman CPO C. S. Sweetman.

H.M.S. Dryad's modified cross-country course at Southwick Park was christened by the Portsmouth Command championships last month. A lot of hard work has gone into the course, which this year will be the venue for the Navy championships as well as the Inter-Service and Combined Service cross-country matches.

Lieut. Rëes Ward (H.M.S. Excellent) dominated the Portsmouth race and won comfortably in 30min. 36sec., 46 seconds ahead of AB Steve Hall (H.M.S. Nelson). Third was PO Alan Cullen (H.M.S. Collingwood).

H.M.S. Sultan won the Inter-Service trophy, with veteran Lieut.-Cdr. Bob Pape finishing a creditable 22nd. He won this same event at Dryad 25 years ago.

FREEZING CONDITIONS

In contrast to the ideal running conditions at Dryad, Naval Air Command runners had to face freezing conditions and snow during their championship at H.M.S. Osprey.

REA3 Neil Hotson (H.M.S. Heron) won a very hard race from PO Colin Carthy (H.M.S. Osprey). CPO Joe Clare, a veteran runner and winner of these championships many times, finished a good third even though his winter training has been hampered because he is now serving in H.M.S. Ark Royal.

The Royal Navy championships might

CROSS-COUNTRY

see some surprises. Rees Ward will be hoping to retain his title, but Hall, Hotson and Carthy are unlikely to make it easy for him.

Others in contention will be the Plymouth Command winner, PO Terry Osborne (H.M.S. Raleigh) and the fast improving Scotland area champion UY Adrian Hobbs (H.M.S. Caledonia).

Hobbs finished fifth in the Scotland junior championships and is in a good position to be selected for the Scottish junior international team.

CPL Dave Needham (R.M. Poole), who won the Royal Marines championship, is unable to compete in the Navy championships because of service commitments.

The Inter-Command trophy should be won by the strong Portsmouth team, who will be looking to get at least three runners in the first eight and therefore in the Navy team for the Inter-Services at Dryad on March 10.

Portsmouth — 1, Lieut. R. Ward (Excellent); 2, AB S. Hall (Nelson); 3, PO A. Cullen (Collingwood).

AIR — 1, REA3 N. Hotson (Heron); 2, PO C. Carthy (Osprey); 3, CPO J. Clare (Ark Royal).

Scotland — 1, UY A. Hobbs (Caledonia); 2, App O'Donovan (Caledonia); 3, CPO Edgerton (Caledonia).

Plymouth — 1, PO T. Osborne (Raleigh); 2, CPO K. Cawley (Raleigh); 3, Mid. Maine (RNEC).

Medway — 1, Lieut. J. Robson (President); 2, REM Harrington (President); 3, Lieut.-Cdr. Brown (Pembroke).

Royal Marines — 1, Cpl D. Needham (R.M. Poole); 2, Gunner Pillins (292 Cdo); 3, MNE Osborne (42 Cdo).



New course in action



On his way to winning the Portsmouth Command cross-country title at Southwick Park is Lieut. Rees Ward. Picture: LA(Phot) Chris McDermott.

Snow way to play soccer

The Navy soccer squad, led by coach CPO Derek Godwin and WOII Jack Freeman, cleared 4in. of snow off the Victory Stadium pitch so they could play a Portsmouth F.C. side, writes Jack Sheppard.

Pompey opened the scoring in the first half but were pegged back by an equalizer from LAM George Harvey (H.M.S. Daedalus). Four times in the second half the Navy squandered chances with only the 'keeper to beat so it was doubly disappointing when Pompey snatched the winner with less than two minutes to go.

In the South West Counties competition, the Navy made amends for their 4-1 defeat by Wiltshire with a 4-2 victory over Dorset at Weymouth.

Although two goals down with 15 minutes to play, the Navy had played some very attractive football and deserved their four goals in an exciting last quarter. Scorers were John Gwynn (H.M.S. Tartar) twice, CPO Gordon Shepherd (FMG Portsmouth), and Lieut. David Lancaster (H.M.S. Tartar).

Navy Youth goalkeeper PMA Kevin Barnes (RNH Haslar) was called up for the senior side's game against London University at Motspur Park and kept his goal intact as the Navy won 2-0.

Kevin's promotion was due to an injury sustained by Lieut. Tony Miklinski (H.M.S. Collingwood). Kevin is only the second player to represent the navy at both senior and youth levels in the same season.

First player to bridge the gap in a single season was Bugler John O'Connell (R.M. Eastney) in 1976. He has since represented the Navy on 28 occasions and is an ever-present this season.

Goalscorers at Motspur Park were Frank Ovard (R.M. Deal) and Kevin Maddocks (H.M.S. Sultan).

LSA Steve Littlefair (H.M.S. Nelson) scored the Navy's goal in a 1-1 draw against the Civil Service at Chiswick. Once again it was a story of missed opportunities for the Navy, who could have had a field day if they had converted their chances into goals.

All is now set for the Inter-Service tournament, which for the Navy kicks off against the R.A.F. at H.M.S. Pembroke on March 8. Aldershot Military Stadium is the venue for the Army game on March 22. Both kick-offs are at 1430.

The Inter-Service Youth tournament is being staged at H.M.S. Collingwood, with the Navy playing the R.A.F. on March 10 (k-o 1430) and the Army on March 12 (1100).

Table tennis hopes dashed

A first-time victory for the Army ended the Navy's hopes of a fifth consecutive women's table tennis title. The R.N. Women's team finished second to the Army at the 1978 championships staged at H.M.S. Nelson.

Representing the Navy at the championships were PO Wren Pat Williams (H.M.S. Warrior), LWren Maureen Pugh (H.M.S. Drake), Wren Helen Snoddon (ARL Teddington), and Wren Judy Langridge (H.M.S. Daedalus).

SPORT

NAVY RULES K-O!

Royal Navy boxing rules K.O! After overwhelming the Army 7-3 at Aldershot, the Navy's high-riding boxers clinched the Inter-Service championship by smashing the R.A.F. 8-2 at Chatham.

It was the Navy's first championship for ten years and crowns a steady resurgence in Navy boxing over the last four or five years.

Now coach CPO Mick Shone has nine boxers going into the Combined Service championships at H.M.S. Nelson on March 1 and 2, and there must be a good chance that they will improve on last year's record five titles.

FIRST ROUND WINS

A capacity crowd at Chatham saw the Navy run riot against the R.A.F. as three first round victories and four unanimous points decisions sped the Navy to a 7-0 lead.

CEM Mick Chance (H.M.S. Defiance) got the ball rolling by cleverly outwitting the vastly experienced Glenn Wrighton, and LS Phoenix Jacobs (H.M.S. Antrim) stopped his man half-way through the first round.

LS Vic Christopher (H.M.S. Collingwood) then caused a major upset by outpointing the hard-hitting Gwilliam Floyd. Christopher had stepped into the featherweight slot because Navy champion AB Mick Garrity has retired to concentrate on his LPT course at H.M.S. Temeraire.

BRILLIANT DISPLAY

Ret Terry Marsh (CTCRM) turned in a brilliant display against Billy Hutchinson, possessor of six R.A.F. titles. The Navy's England international lightweight produced classic form to make his experienced opponent look a complete novice.

MNE Andy Gill (40 Cdo) worked off his Aldershot frustrations by thumping his man to defeat in the first round. It was the first time during his naval career that Gill had stopped anyone inside the distance.

AB Wayne Green (H.M.S. Ajax) again boxed outside his weight, proving his ranking as England's top light-welterweight. Thrown in at welterweight, he took no more than half a dozen punches on the way to an impressive win.

WENT ONE BETTER

AB Nick Croombes (H.M.S. Collingwood) went one better than his Aldershot performance by stopping his man in the first to make the score 7-0 to the Navy.

First defeat for the Navy came when LPT Brian Root (H.M.S. Nelson) bravely deputised for injured NAM Steve Willis (H.M.S. Daedalus) against England middleweight Delroy Parkes. 'Flu-victim' AB Tom Taylor (H.M.S. Hubberston) then made it 8-1 despite being far below his best battling form.

SA Roy Greenacre (H.M.S. Vernon) lost to Cpl Hunt, an England international heavyweight, only because he did not believe in himself enough. Greenacre virtually stopped Hunt in the third round, but by then was too far behind on points.

Not surprisingly, RNBA chairman Commodore A. J. Leahy broke open the champagne for the Navy boxers to celebrate in style.

Army reign ends after ten years

Ten years of military dominance ended at Aldershot last month as the Royal Navy's boxers powered their way to a 7-3 victory over the Army.

For some, the joy of that win could not be contained. Jubilant naval whoops rang out as boxing coach Mick Shone received the team trophy from Lieut.-Colonel Sir Robert Ford, and seconds later trophy — and coach — were being carried shoulder high from the ring.

The wide margin of victory was achieved only after a thunderous right uppercut by England light-welterweight AB Wayne Green (H.M.S. Ajax) had levelled the score at 3-3.

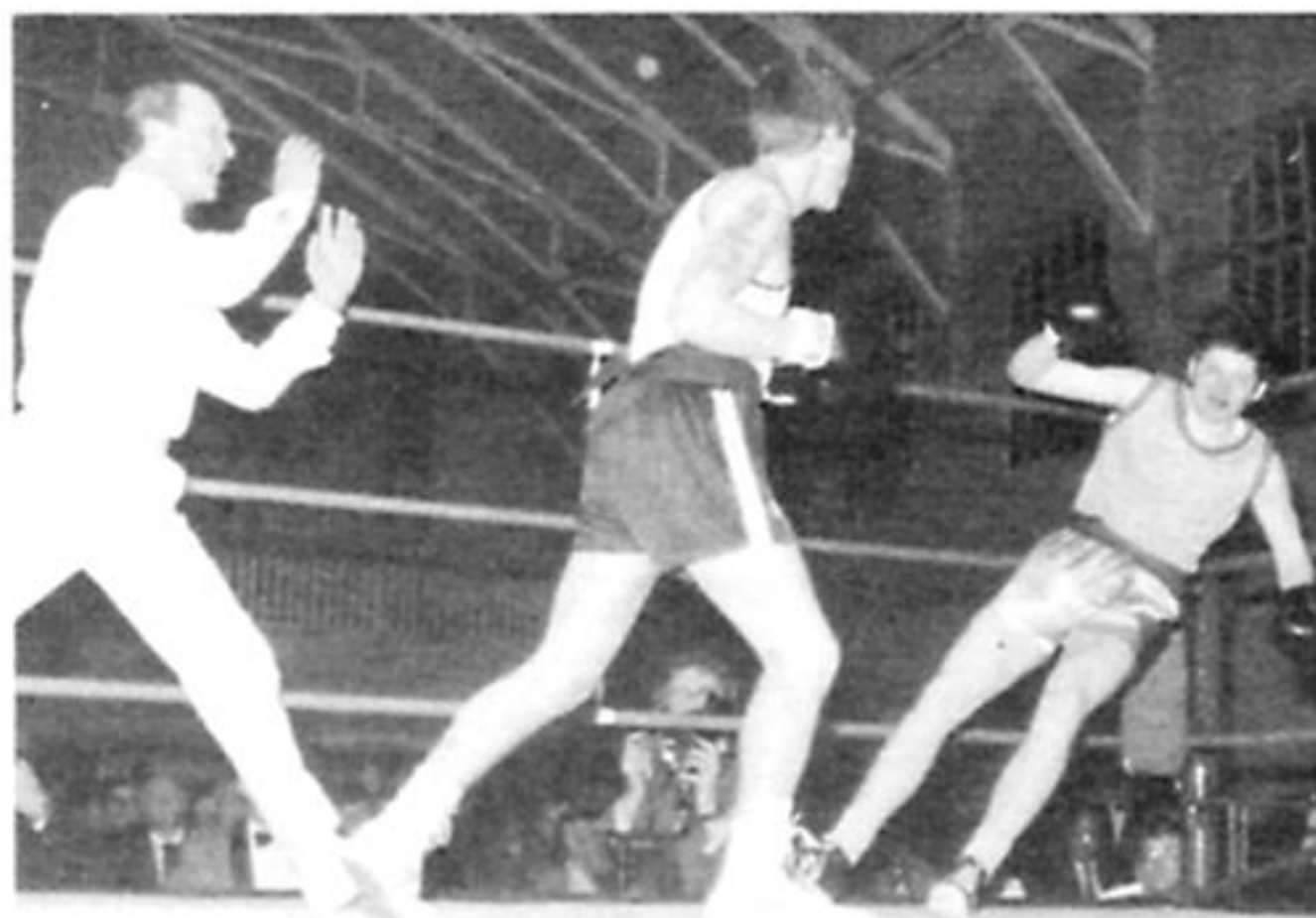
NAVY ALL THE WAY

After that it was the Navy all the way. AB Nick Croombes (H.M.S. Collingwood) stopped his man in the second to clear the ring for middleweights NAM Steve Willis (H.M.S. Daedalus) and Cpl Tom Williams, last year's beaten ABA finalist.

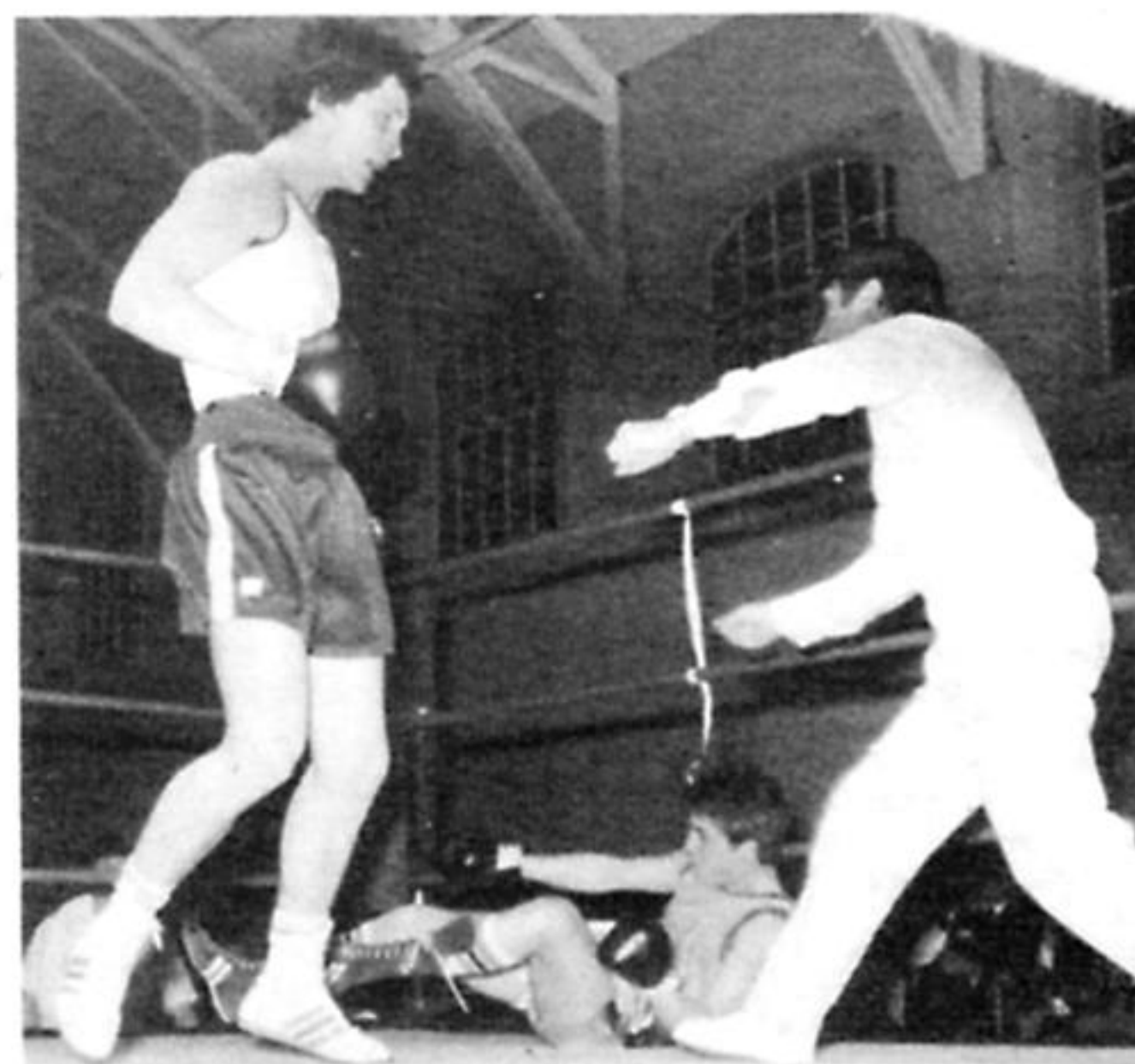
Army expectations must have been high for Williams, particularly after several punishing attacks in the first round. But Willis kept beating the bigger man to the punch and produced a marvellous third



Knock-out Navy — LS Phoenix Jacobs (H.M.S. Antrim) on the way to a first-round victory over SAC Onions of the R.A.F.



Knock-out Navy — The referee has seen enough as MNE Andy Gill (40 Cdo) sends SAC Denby (R.A.F.) to the canvas in the first round of their light-welterweight contest.



Knock-out Navy — AB Nick "Tap Tap" Croombes (H.M.S. Collingwood) puts SAC Belcher (R.A.F.) down inside 1min. 30sec. of the first round of their light-middleweight bout. The referee speeds in to stop the contest and the Navy are 7-0 up and the new Inter-Service champions.

All pictures: LA(Phot) Chris McDermott.

round that rattled Williams, earned the referee's congratulations, and brought him a unanimous decision.

AB Tom Taylor (H.M.S. Hubberston) had fought for England against France only a few nights before, and now had to work terribly hard to beat the tank-like Rfn Joe Roberts. Last into the ring was the Vernon heavyweight SA Roy Greenacre. He boxed capably and well to defeat a big punching opponent.

AND ALI SHUFFLES

Earlier in the evening Royal Marines recruit Terry Marsh, another man to box for England against France, threw in combinations, class and Ali shuffles as he coasted to the lightweight medal.

CEM Mick Chance (H.M.S. Defiance) lost a majority decision, AB Mick Garrity (H.M.S. Temeraire) got caught cold inside two minutes of his first round, and Mne Andy Gill (40 Cdo R.M.) found his touch and timing sadly affected by a long period of fire-fighting duties.

SEA Cliff Storey (H.M.S. Antrim) was awarded a walkover at flyweight.

Hope, despite tempest and temperament

The weather in the second half of February thwarted the Navy Selector's efforts to put together a well-tryed squad to go to Twickenham on March 4, writes Mike Vernon.

Nevertheless, despite the lack of a win, there was much in the first part of the month to encourage him, and the rest of us, about the improving cohesion of the pack, though experiments to produce the best combination among the backs were bedevilled by injury, and in some cases by temperament.

January ended with the Navy, without its Portsmouth contingent, who were locked in John Player Cup battle with the Harlequins, scraping a 3-3 draw with Cheltenham, who had kindly offered a fixture in place of Blackheath, also cup-tied.

The Navy camped in Cheltenham's half for most of the game but were thwarted by a combination of gallant Cheltenham's impenetrable defence, a greasy ball which induced numerous handling errors, and a saturated pitch that cut up badly.

Feature of the match was the handling and line-kicking of Navy full-back Tansy Lee and Cheltenham fly-half Hamlin, who each converted a penalty.

BLINDER

Star of the day, however, was undoubtedly former Seaman C.P.O. Harry Attwood, who last played lock for the Navy at Twickenham in 1938, as well as representing the Service at swimming and water-polo, and who, with the redoubtable Marine Webb, formed a second row of awesome power for Devonport Services and the Navy.

As well as kicking off (straight down Peter Plumb's throat), Harry played a blinder in the Cheltenham club-house and wishes to be remembered to all his contemporaries, many of whom now adorn the higher reaches of the Flag List.

MISERABLE

At Leicester on February 1, again in miserable conditions, the Navy put together one of their best performances by holding the highly-successful Tigers to a 0-0 draw. Your correspondent was regrettably not present at the match but understands that a Navy win

RUGBY

would have been no injustice.

There were thus high hopes of recording the first win of the season the following week against Oxford University but despite 80 per cent. of possession and territorial advantage in the second half, as well as the edge in the first half, this was not to be.

FANCIED

Comprehensively outplayed up front, Oxford managed to capitalize intelligently on handling errors and misdemeanours, as well as on a basic lack of inventiveness in the centre, and eventually won by 21 points to 15, 13 of them from the lethal boot of Watkinson, the skipper, who also marshalled his forces coolly behind the scrum.

The Navy scored two good tries in the first half, one by Chico Hopkins, who shot over under the posts from close range after his forwards had gained copy-book possession from a maul on the Oxford line, and the other by Robin Davies, replacing the injured Alan Jones, on the right wing after a blind side move involving scrum-half Keith Martin and No. 8, Leigh Merrick.

Peter Piercy converted both and also kicked a penalty goal.

Having lost the Bath, Cambridge University and Civil Service games to the weather and thus having not played together for two and a half weeks, the Navy side was inevitably short of preparation and badly needed the Richmond game on February 25.

The other Services have, however, suffered similarly and the Oxford pundits, who have seen all three in action, were unanimous that the Navy were the best, but that's probably what they told the others, too.

Nevertheless, given reasonable luck with injuries and recoveries from earlier ones, I fancy Navy chances of their fourth outright win since 1973.

WHEN, WHAT AND WHERE

MARCH

- 1/2 — Boxing: CSBA championships (Nelson).
- 4 — Rugby: RN v Army — 1500 (Twickenham); Rugby: RN U19's v Army Junior (Twickenham); Netball: RNWA v East Dorset (Nelson); Badminton: RNWA v Winchester (HMS Mercury).
- 4-5 — Fencing: Portsmouth Tournament (Portsmouth).
- 5 — Netball: RNWA v West Dorset (Nelson); Hockey: RN U21 v Hants U21 (Southampton).
- 6-7 — Badminton: Inter-Service Badminton (Army venue); Soccer: Inter-Command tournament — quarter finals.
- 6-10 — Athletics: RN Proficiency Course (Portsmouth).
- 8 — Soccer: RN v RAF — 1430 (Portsmouth).
- 10 — X-country: Inter-Service championships (Dryad); Soccer: RN Youth v RAF Juniors (Portsmouth).
- 6-23 — Swimming: RNASA Coaches Course (HMS Temeraire).
- 11 — Rugby: RN U19's v Nottingham Youth (Nottingham).
- 12 — Hockey: RN U21's v Devon U21's (Devon); Soccer: RN Youth v Army Youth (Portsmouth); Rugby: RN U19's v Leicester Youth (Leicester); Volleyball: RN v Vibes v Beml (Brighton).
- 13-23 — Swimming: RN swimming proficiency (HMS Temeraire).

- 15-18 — Water polo: RN v Great Britain (London).
- 15 — Rugby: RN v Llanelli (Evening) (Llanelli).
- 16-17 — Basketball: Inter-Service championships (Aldershot); Hockey: RN U21 v Notts U21 (Nottingham).
- 17 — Hockey: RN U21 v Leicester U21 (Leicester).
- 18 — Boxing: ABA 1/4 finals (CSBA v W. Counties (Portsmouth); Athletics: X-country CS v English CC Union v British Universities Sports Federation v British Colleges Sports Association (HMS Dryad); Hockey: RN U21 v Players HC (Nottingham).
- 19 — Hockey: RN U21 v Derby U21 (Derby).
- 20-21 — Hockey: Inter-Service championships (Plymouth); Hockey: Inter-Service senior & junior championships (Portsmouth).
- 22 — Soccer: RN v Army (Aldershot); Swim-Water polo RN v local clubs (Temeraire).
- 24-27 — Hockey: CS U21 & RN Easter Festival.
- 25 — Rugby: RN U19 v RAF Colts (Twickenham); Rugby: RN RU v RAF — 1500 (Easter) (Twickenham); Rugby: RN v Harlequins (Stoop MG); Water polo: RN v Devon/Somerset (Raleigh).
- 26 — Water polo: RN Championships (Raleigh).
- 28 — Soccer: RN v Sussex (Portsmouth).
- 31 Mar-1 Apr — Athletics: Coaching proficiency course (Victory Stadium).

WELL, SHIVER ME TIMBERS!



Left: While Scotland shivered under Arctic weather conditions a group of enterprising medics from the Clyde Submarine Base, Faslane, produced their own antidote to the snowbound roads. Refusing to be kept from caring for their patients, they took to skis!

Seen here in this picture by LA(Phot) Ray Hodgson are, from left to right, SNS Jean McPhillips, MA Nell McMullen, Lieut(MS) Rex Barber, and MA Nigel Self.

Right: A snowman who appeared on the parade ground at H.M.S. Caledonia, the R.N. Engineering School, Rosyth, was soon spotted by the Chief GI, Mick Lennox, who promptly detailed the new recruit for guard duty!

Picture: LA(Phot) Brian Godfrey



MORE TIFFIES NEEDED

Recruiting requirements for most branches of the Royal Navy will be met, it was stated in the Defence White Paper, but there will be a shortfall of artificers, an area in which some categories are already below establishment.

COUNTY CUT

Following the paying-off of H.M.S. Hampshire in 1976, another County-class guided missile destroyer is expected to go for disposal during the next 12 months. There has been speculation that the ship will be H.M.S. Devonshire, but no official confirmation has been given.

The number of R.N. officers entering from civilian life has been generally satisfactory, but there are still shortages among engineer and medical officers.

Re-engagement rates in all three Services are reported as remaining satisfactory.

The limited programme of officer redundancy in the Navy, involving a total of 50 commanders, is to be completed by April 1, 1979.

Most ratings now have the right to leave the Royal Navy by giving 18 months' notice, but some men wanting to go before the end of their engagements have been causing themselves — and the Navy — problems by not giving the proper notice.

Personal and administrative problems have resulted on occasions when, almost at the last

moment, it has been discovered that a man has been planning to leave.

Some junior ratings apparently assume that because they are on notice engagements of nine or 12 years they can, if they wish, leave without giving notice at the end of three years' trained adult service. At the same time some men on career engagements, and with more than three years' trained adult service, believe that by changing to notice engagement this automatically implies that they wish to leave 18 months later. But transferring to notice engagement is not taken to mean that notice has been given (some

men, for instance, do this to keep their options open).

It is now being stressed that in all cases, including ratings with more than nine years' service, definite notice of 18 months must be given. The form to use is S2649.

The exception to the 18-months notice "right" is when return of service is involved for a long or expensive course, and in these cases men are often asked to agree to waive the right so that a fair return of service is guaranteed after a course.

In general, the 18-month arrangements, which replaced the old "buying out" (regarded by many as something of a lottery),

provide a much sounder basis for planning, both for the man and the Service.

The Navy has, we are told, "bent over backwards" to be fair in cases where genuine confusion has arisen over notice, but is keen to avoid the situation, both to help the man and to avoid causing unnecessary drafting problems. A new DCI has therefore been issued to draw attention to the rules.

Details, including references to the Navy's present engagement structure, are contained in DCI(RN) 109/78.

Type 42 'fleet' grows

(Continued from Page 1)

The White Paper says a third anti-submarine cruiser is planned, but gives no further detail.

Two Type 42 guided missile destroyers are in service and a third, H.M.S. Newcastle, now joins them. Three more are due to enter service in 1978-79 (Cardiff, Coventry and Glasgow). Four more were on order at the beginning of this year (the names including Exeter, Southampton, and Nottingham).

Seven Type 21s are now in service and the last of the class is expected to enter service shortly. With the launching of H.M.S. Battlexe in 1977, two Type 22s are now fitting out and two more being built. A fifth Type 22 is planned to be ordered this year.

H.M.S. Ledbury, second of the

Hunt class of MCMs, is being built and more orders are planned this year. Five Island class are in service as offshore patrol vessels. Two more are on order for a variety of tasks, including coastal fishery protection.

The first front-line Sea Harrier squadron is planned to form in 1980 for embarkation initially in H.M.S. Hermes. The second will embark in H.M.S. Invincible (first of the anti-submarine cruisers).

Sea King helicopters will be fitted with an improved radar and communications system and an acoustic processor and sonobuoys to supplement the existing dunking sonar.

The Sea Dart guided weapon system is now fitted in three ships and is expected to be accepted into operational service this year.

Feasibility studies for a successor to the submarine-launched Tigerfish torpedo have begun. Development is continuing on the advanced lightweight torpedo Sting Ray, which is designed to succeed the American Mark 46 torpedo and will be capable of being launched from surface ships, helicopters and R.A.F. Nimrod aircraft.

Several types of new sonar equipment are being developed and fitted to provide surface ships, submarines and helicopters with

As part of NATO's response to the continuing growth of the military capability of the Warsaw Pact, the immediate programme of short-term measures includes the training of a second Royal Marine Commando group for mountain and Arctic warfare by April 1978. This is a year earlier than previously planned. Meanwhile 41 Commando has been retained and assigned to NATO. As reported last month, H.M.S. Bulwark is being restored to full operational status.

improved anti-submarine detection and classification capabilities.

Production orders have been placed for an improved inertial navigational system which will be fitted in submarines and the new anti-submarine cruiser.

R.F.A. CHANGES

The new Fleet replenishment ship R.F.A. Fort Grange will enter service in 1978, replacing R.F.A. Tarbatness and Retainer. A sister ship, R.F.A. Fort Austin, scheduled to be launched this month, will replace R.F.A. Resurgent. R.F.A. Tidereach and Empire Gull will be withdrawn this year.

Ships approved during 1977-78 for disposal were Cachalot, Chichester, Defiance (formerly Forth), Dundas, Matapan and Eastbourne.

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WRENTASAILOR!



"Get that deck scrubbed!" During a day at sea Wrens from the Pay and Phot sections of H.M.S. Cochrane, Rosyth, show their equality and charm in persuading two of H.M.S. Gavinton's officers to do a little housework.

Directing operations is Leading Wren Writer Rita Shepherd, much to the delight of Wren Writer Fiona Smith, as Constructor Lieut. Nick Wilcox and Sub-Lieut. Geoffrey Mackett start the clean-up.

Picture: LWren (Phot) Dixon.